The Hong Kong Daily Press.

No. 6063 第六千零六十三號 光緒丁丑年三月二十一日 HONGKONG, FRIDAY, MAY 4TH, 1877. 禮拜五 英五月四號 香港 [PRICE $2½ PER MONTH.

Arrivals.

May 2, Emma, German bk., 340, H. T. Grau, Rendaric 27th March, Rattan.—Wm. Pustau & Co.
May 2, Ashuelot, American gunboat, Geo. H. Perkins, Pakhoi 30th April.
May 3, Bombay, British steamer, 720, H. E. Smith, Yokohama 25th April, Mails and General.—P. & O. S. N. Co.
May 3, Aurera, Siamese bark, 295, Milne, Bangkok 3rd April, General.—Chinese.
May 3, Lombardy, British str., 1,726, W. B. Hall, Shanghai 29th April, Mails and General.—P. & O. S. N. Co.
May 3, Shen-chi, Chinese gunboat, J. H. Wade, Canton 2nd May.
May 3, Peng-chou-hai, Chinese gunboat, A. Fry, Canton 2nd May.
May 3, Glenlyon, British steamer, 1,373, John Wallace, Saigon 29th April, Rice.—Jardine, Matheson & Co.
May 3, Cairnsmuir, British str., 1,120, S. Spowart, Saigon 29th April, Rice.—Holliday, Wise & Co.

Clearances.

At the Harbour Master's Office, May 3rd.
State of Louisiana, British str., for Swatow.
Taiwan, British steamer, for Swatow, &c.
Argentino, British steamer, for Yokohama.
Thingvalla, Danish steamer, for Saigon.

Departures.

May 3, Menzaleh, French steamer, for Yokohama.
May 3, Curlew, British g.-b., for a cruise.
May 3, Penedo, British str., for Hoihow.
May 3, Sophie, German brig, for Takao.
May 3, Shen-chi, Chin. gunboat, for Macao and Pakhoi.
May 3, Ocean, British steamer, for Hoihow.
May 3, Fu-yew, Chinese str., for Canton.
May 3, Peng-chou-hai, Chinese gunboat, for a cruise.
May 3, Pau-tau, Chinese str., for Shanghai.

Passengers.

ARRIVED.
Per *Bombay*, str., from Yokohama:—
1 European and 8 Chinese.
Per *Lombardy*, str., from Shanghai:—
Messrs. F. Hormusjee, M. M. Mehta, A. Jamieson, J. J. Wilshire, F. Henderson, and H. Ludwig, and 34 Chinese.
Per *Aurera*, from Bangkok:—
5 Chinese.
Per *Ashuelot*, Amr. cor., from Hoihow:—
Consul Lincoln, Rev. Mr. Preston, and Captain Bisbee.
Per *Glenlyon*, str., from Saigon:—
1 Chinese.
Per *Cairnsmuir*, str., from Saigon:—
74 Chinese.

DEPARTED.
Per *Menzaleh*, str., for Yokohama:—
Mr. and Mrs. F. de Barbelant, child, and servants, Messrs. Galopin, Peek, and Van Liess.

Reports.

The P. & O. steamship *Bombay* reports left Yokohama on 25th April, and had light winds and fine weather.

The P. & O. steamship *Lombardy* reports left Shanghai on 29th April, and had light winds and foggy weather throughout.

The British steamship *Glenlyon* reports left Saigon on 29th April, and had S.E. winds and fine weather.

The Siamese bark *Aurera* reports left Bangkok on 3rd April, and had light Easterly winds and calms in the Gulf of Siam; from thence to port moderate S.E. winds.

The British steamship *Cairnsmuir* reports left Saigon on 29th April, and had moderate Southerly winds and fine weather throughout. On the 2nd March, passed the American bark *Agate*, steering to the Westward.

SHANGHAI SHIPPING.

April—ARRIVALS.
19, Peking, British steamer, from Hankow.
19, Kiang-kwan, Chinese str., from Hankow.
20, Hedvig, Swedish bark, from Hakodadi.
21, Fungshun, Chinese str., from Tientsin.
21, Haining, British steamer, from Tientsin.
21, Yungning, Chinese str., from Hankow.
22, Tunsin, British steamer, from Hankow.
23, Lee Yuen, Chinese str., from Tientsin.
23, Chinsu, Chinese str., from Newchwang.
23, Kiangchang, Chinese str., from Hankow.
24, Glenartney, British., from Nagasaki.
24, Hanyang, British str., from Hankow.
25, Sin Nanzing, British str., from Tientsin.
25, Anchises, British str., from Liverpool.
25, Gleneagles, British str., from London.
26, Appin, British steamer, from Tientsin.
26, Chintung, Chinese steamer, from Tientsin.
26, Kiangyung, Chinese str., from Hankow.
26, Saikio Maru, Jap. str., from Nagasaki.
26, Conquest, British str., from Wenchow.

April—DEPARTURES.
20, Yehsin, Chinese steamer, for Chefoo.
20, Kiangyuen, Chinese str., for Hankow.
20, J. McDonald, British sch., for Nagasaki.
21, Lady Bowen, British bark, for Foochow.
21, Hankow, British steamer, for Hankow.
21, Ping-on, British steamer, for Tientsin.
22, Kiang-piau, Chinese steamer, for T'tsin.
22, Hae-an, Chinese steamer, for Chefoo.
24, Peking, British steamer, for Hankow.
24, Kiangkwan, Chinese str., for Hankow.
24, Haining, British steamer, for Chefoo.
24, Fungshun, Chinese steamer, for Chefoo.
25, Tokio Maru, Japan. str., for Nagasaki.
25, Lee Yuen, Chinese steamer, for Chefoo.
25, Haydn Brown, Amr. bark, for New York.
26, Yungning, Chinese str., for Hankow.
26, Chinsu, Chinese steamer, for Chefoo.

NINGPO SHIPPING.

April—ARRIVALS.
5, Lingan, American lor., from Hankow.
9, Changan, German lorcha, from Hankow.
13, Cyclop, German gunboat, from Shanghai.
22, China, German steamer, from Hongkong.
24, Conquest, British str., from Wenchow.
29, K. Yue Loong, Brit. lor., from Shanghai.
29, Ching Dong To, Brit. lor., from Hankow.

April—DEPARTURES.
5, Palos, American gunboat, for Shanghai.
17, Tales, German lorcha, for Hankow.
17, Changan, German lorcha, for Wenchow.
25, China, German steamer, for Shanghai.
25, Conquest, British steamer, for Shanghai.

YOKOHAMA SHIPPING.

April—ARRIVALS.
14, Haze, American ship, from New York.
14, Jacobine, German bark, from Takao.
16, Catharina, Danish bark, from Takao.
17, Leonore, British brig, from Takao.
18, Bombay, British steamer, from H'kong.
18, Otto, German brig, from Takao.
20, W. Minstrel, British bark, from Takao.
20, Syringa, British 3-m. sch., from Takao.
21, City of Tokio, Amr. str., from Hongkong.
21, Nagoya Maru, Jap. str., from Shanghai.

April—DEPARTURES.
16, Saikio Maru, Japan. str., for Shanghai.
18, Menzaleh, French steamer, for Hongkong.
18, Hart, British gun-vessel, for Hongkong.

Auction Sales To-day.

LANE, CRAWFORD & Co.,
At 12 noon,
Sundry Goods.

Notices of Firms.

NOTICE.

WE have This Day OPENED a BRANCH of our FIRM at AMOY. Mr. F. F. ELWELL will act as our AGENT at that Port.

RUSSELL & Co.

1m 692 Hongkong, 1st May, 1877.

NOTICE.

MR. EDWARD BURNIE will conduct the BUSINESS of my Office, during my temporary absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices and Lloyds, Register of Shipping.

2, Club Chambers,
Hongkong, 19th March, 1877. [3m 430

NOTICE.

MR. WM. O. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.

WILLIAMS & Co.

6m 1933 Swatow, December 1st, 1876.

NOTICE.

THE WEST POINT FOUNDRY (LATE THE P. & O. FOUNDRY).

All business in connection with the above to be addressed to
A. JOHNSTON, Manager;
or,
KWOK ACHEONG, Proprietor.

517 Hongkong, 3rd April, 1877.

NOTICE.

I HAVE This Day CLOSED the HONGKONG BRANCH of my FIRM.

F. PEIL.

7d 672 Hongkong, 1st May, 1877.

NOTICE.

WE have This Day OPENED a BRANCH of our FIRM at SHANGHAI.
Mr. CARL KREBS has been ADMITTED a PARTNER from this date.

MELCHERS & Co.

1m 565 Hongkong, 12th April, 1877.

NOTICE.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

The BUSINESS of this Company was RESUMED immediately after the fire. Vessels will obtain the usual despatch and coal supplies.

1m 631] E. M. SMITH, Manager.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. W. H. BELL in the *Hongkong Daily Press*, and the Business connected therewith, CEASED on the 31st December last.
The Business will, in future, be conducted on my own account.

YORICK JONES MURROW,
Proprietor,
by his Attorneys WM. PUSTAU & Co.

Daily Press Office,
Hongkong, 5th April, 1877.

MR. WILHELM CARL ENGELBRECHT VON PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER have been ADMITTED PARTNERS in our FIRM from the First of January, 1877.

WM. PUSTAU & Co.

Hongkong, Canton, and Shanghai,
16th April, 1877. [3m 590

NOTICE.

I HAVE This Day established myself as SHIPPING BROKER at this Port under my own Name.

W. H. SIEGFRIED.

1m 618 Hongkong, 20th April, 1877.

VICTORIA DISPENSARY.

ON and after the 16th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.

WM. CRUICKSHANK,
Manager.

tf 1867 Hongkong, 21st November, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........500,000 of Dollars.

Court of Directors:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. Belilios, Esq. | A. McIver, Esq.
W. H. Forbes, Esq. | Wilhelm Reiners, Esq.
Hon. W. Keswick. | Ed. Tobin, Esq.
Chief Manager.
Hongkong—Thomas Jackson, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 29th March, 1877.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong 26th July, 1872.

To be Let.

TO LET.

THE HOUSE, No. 8, WEST TERRACE; Gas and Water laid on.
Apply to
T. ALGAR,
9, Hollywood Road.

528 Hongkong, 5th April, 1877.

TO LET.

THE UPPER PORTION of Nos. 42 and 44, QUEEN'S ROAD.
The DWELLING HOUSE and OFFICES, No. 1, D'AGUILAR STREET, at present in the occupation of Messrs. DOUGLAS LAPRAIK & Co.; possession from the 1st May next.
Apply to
DOUGLAS LAPRAIK & Co.

tf 1864 Hongkong, 13th April, 1877.

TO LET.

THE THREE LARGE HOUSES (recently thoroughly repaired) known as FLETCHER'S BUILDINGS, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.
Also,
SPACIOUS GRANITE GODOWNS, connected with the above, fronting the Harbour and Queen's Road.
Also,
"FAIRLEA," WEST POINT, now in the occupation of Dr. DENNYS. These Premises may be divided, the Lower Storey having an entirely separate Entrance and Garden. Gas, Water, Stabling, and Tennis Lawn.
Apply to
SHARP, TOLLER, AND JOHNSON,
Solicitors.

Supreme Court House,
Hongkong, 23rd April, 1877. [625

TO LET.

DWELLING HOUSE, No. 14, GOUGH STREET, newly repaired and painted.
Also,
The SUMMER RESIDENCE at MACAO, close to the Bomparto Fort, Bishop's Bay, a Delightful Country Residence, most commodiously rebuilt, with Garden attached.
Apply to
J. J. DOS REMEDIOS & Co.

2w 674 Hongkong, 1st May, 1877.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
OLYPHANT & Co.

tf 453 Hongkong, 1st March, 1877.

TO LET,
(With Immediate Possession),

A COMMODIOUS BUNGALOW, known as PARSEE VILLA, situated at ROBINSON ROAD, with Out-houses, Flower and Vegetable Gardens attached, and Gas laid on.
Apply to
D. NOWROJEE,
Hongkong Hotel.

1m 637]

TO LET.

NO. 3, PECHILI TERRACE, ELGIN STREET, with immediate Possession.
Apply to
LANE, CRAWFORD & Co.

tf 243 Hongkong, 8th February, 1877.

TO LET.

HOUSES in SEYMOUR TERRACE and PEDDAR'S HILL.
No. 10, ALBANY ROAD, at present occupied by the Rev. R. H. KIDD.
"BISNEE VILLA," POKFOOLUM, Furnished.
Apply to
DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 16th March, 1877.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [tf 385

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

1465 Hongkong, 27th September, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co.,
Agents.

tf 1063 Hongkong, 7th July, 1874.

NOTICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE COMPANY.

The BUSINESS of this COMPANY has This Day been TRANSFERRED to THE MARINE INSURANCE COMPANY, of 20, Old Broad Street, London.
By Order of the Proprietors,

WILLIAM HUNT,
Secretary.

187, Leadenhall Street, London,
1st January, 1877.

THE MARINE INSURANCE COMPANY.
ESTABLISHED 1836.

CAPITAL..........................£1,000,000 Sterling.
RESERVE FUND...............£340,000 Sterling.

With reference to the foregoing advertisement, THE MARINE INSURANCE COMPANY has This Day taken over the Business of the LONDON AND ORIENTAL STEAM TRANSIT COMPANY, and has appointed Mr. A. McIVER as its AGENT at HONGKONG.
By Order of the Board of Directors,

ROBERT J. LODGE,
Manager.

20, Old Broad Street, London,
1st January, 1877.

THE Undersigned is prepared to ACCEPT RISKS and ISSUE POLICIES on behalf of the MARINE INSURANCE COMPANY by any First-class Steamer.

A. McIVER,
Agent of the Marine Insurance Company of London.

238 Hongkong, 16th February, 1877.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya Central,

THIS DAY,

the 4th May, 1877, at Noon.—
Cotton SOCKS, STOCKINGS, NAPKINS, Butchers' KNIVES, PENKNIVES, TOOTH BRUSHES, EAU DE COLOGNE, LAVENDER WATER, SILK UMBRELLAS.
Also,
WHITE LEAD, WHITE ZINC, BLACK PAINT.
&c., &c., &c.
And
The NORTH-CHINA PONY "PIMENTO," a Good Hack.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

687 Hongkong, 2nd May, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—
All that PIECE or PARCEL of GROUND, situated at Sow-kie-wan, and registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a public street measuring thereon 31 feet; on the South and West side on a public street measuring thereon 125 feet; on the South and East side on a public street measuring thereon 200 feet; on the North and West side on a close (where a plan for a public street is laid out), registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.
For further Particulars, apply to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

640 Hongkong, 25th April, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNYS to Sell by Public Auction, on

TUESDAY,

the 15th May, 1877, at 2 o'Clock P.M., at his Residence "Fair Lea,"—
The whole of his HOUSEHOLD FURNITURE, &c., comprising:—
HANDSOME REP-COVERED DRAWING-ROOM SUITES.
ROSEWOOD CENTRE TABLE.
GILT-FRAMED PIER GLASSES, ENGRAVINGS, TABLES, CHAIRS, SOFAS, HEARTHRUGS.
SIDEBOARD, WHATNOTS, DINING TABLE, DINNER, DESSERT, and BREAKFAST SETS, GLASS WARE, CROCKERY, and PLATED WARE.
Double-size TEAKWOOD BEDSTEAD, MAHOGANY CHEVAL GLASS, CHEST of DRAWERS, WARDROBES, TOILET TABLE and GLASS, WASHSTAND, &c., &c.
HAINAN, TONQUIN, and JAPANESE WARE.
A COLLECTION of BOOKS, many relating to China and The Far East.
A PATENT DOUBLE-ACTION REPEATER.
One PIANO.
A FIRST-CLASS FIVE-OARED GIG, with OARS, AWNING, &c., complete, and a Pair of IRON DAVITS, with FALLS, &c.
Catalogues will be issued, and the whole to be on view on and after MONDAY, the 14th instant.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

695 Hongkong, 4th May, 1877.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. MELCHERS & Co. to Sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by Thomas Thornton Anthony and Carl Heinrich Eibert Seimund, lately carrying on business in this Colony as Shipchandlers and Storekeepers, under the style or firm of Broadbear, Anthony & Co., all the
STOCK-IN-TRADE, FURNITURE, and EFFECTS,
being in and upon the Premises No. 62, Praya Central, lately occupied by the said firm of Broadbear, Anthony & Co.
Also,
The GOODWILL of the said BUSINESS.
TERMS.—Cash on delivery.

LAMMERT, ATKINSON & Co.,
Auctioneers.

658 Hongkong, 27th April, 1877.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.,
Agents.

48 Hongkong, 8th January, 1875.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1 Hongkong, 1st January, 1874.

Intimations.

FOR SALE.

A SMALL Invoice of C. BONNEVIALDE & Co.'s "Prince of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.
Apply to
P. B. CAMA,
7, Hollywood Road.

2w 668 Hongkong, 30th April, 1877.

FOR SALE.

SEVEN CHINESE HOUSES, situated on QUEEN'S ROAD EAST.
A GATLING GUN, in splendid working order.
For Particulars, apply to
J. M. ARMSTRONG.

593 Hongkong, 18th April, 1877.

FOR SALE.

A MARINE ENGINE, of 20 HORSE-POWER NOMINAL, High and Low Pressure; with Extra Surface Condensers and Tubular Boiler. Consumption 2 Tons per 24 Hours.
The Engine is quite new; was manufactured by Messrs. MATTHEW, PAUL & Co., Dumbarton, and is now deposited in the Godown of the late Firm of RUSSELL AND STURGIS, Manila.
Particulars may be obtained on application to

MORRIS & RAY.

497 Hongkong, 31st March, 1877.

FOR SALE.

THE IRON SCREW STEAMER "ALBAY."

This screw steamer was built in Glasgow in 1872, by Messrs. DOBBIE & Co., under special survey of Lloyds', and her machinery and boiler were made by Messrs. JAMES HOWDEN & Co. under special inspection. She was constructed to carry a large cargo on a light draft of water, and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when new sails, rigging, and a complete outfit were supplied by the Hongkong and Whampoa Dock Company, and in March of the present year her engines and boiler were thoroughly overhauled.
DIMENSIONS.—Length between Perpendiculars, 170 feet, Beam 26 feet 3 inches; Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches; Height from Main Deck to under side of Awning Deck, 7 feet 4½ inches.
GROSS TONNAGE.—550 Tons.
CLASS.—Built to Class 100A at Lloyds'.
RIG.—Brig Rigged.
CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet.)
DRAFT.—Light 9 feet; Loaded 12½ feet.
SPEED.—Eight Knots on consumption of 8½ to 9 tons of Coals per 24 Hours.
BUNKER CAPACITY.—75 tons Coals.
CABIN.—Under Awning Deck aft, saloon, pantry, and five state rooms, with accommodation for 12 first class passengers.

MACHINERY.
ENGINE.—A pair of Howden's Patent High and Low Pressure Engines of 90 Horse-power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.
PROPELLER.—Bessemer steel of 4 blades, with one spare set of blades.
WINCH.—One Steam Winch, with Donkey Boiler on deck.
BOILER.—One horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

498 Hongkong, 31st March, 1877.

NOTICE.

GEO. SMITH AND COMPANY, WINE, SPIRIT, & BEER MERCHANTS, SHANGHAI.

We have appointed Messrs. NORTON & Co., DUDDELL STREET, QUEEN'S ROAD, our AGENTS in HONGKONG, from whom Supplies of our Wines, &c., may be obtained.
Price Lists on application.

GEO. SMITH & Co.

Agents at
AMOY..........ARTHUR CORNER, Esq.
FOOCHOW......Messrs. NEWMAN & Co.
CANTON.........Messrs. GEPP & Co.
YOKOHAMA...ALEX. W. GLENNIE, Esq.

3m 359 Shanghai, 21st February, 1877.

CUTLER, PALMER & Co.'s CELEBRATED WINES.

We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.

We have to offer:

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE,	$15
CUTLER, PALMER & Co.'s HOCHHEIMER,	$8.50
CUTLER, PALMER & Co.'s CHATEAU MOUTON	$12
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUT SAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavor, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanillo, red seal	$8.50
CUTLER, PALMER & Co.'s SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

Also,
WACHTER & Co.'s CELEBRATED CHAMPAGNE,
at $18 per Case of 1 doz. Quarts.

F. BLACKHEAD & Co.

1984 Hongkong, 13th December, 1876.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1145 July 20

THE TOURIST'S GUIDE. REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.

tf 8 Hongkong, January, 1876.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on Firstclass Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 4th October, 1876.

Intimations.

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS of the above Society will be held at the CITY HALL on MONDAY, the 7th May, at 5 P.M., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing year.
Members and others taking an interest in the Society are invited to attend.

F. W. BARFF,
Honorary Secretary.

673 Hongkong, 1st May, 1877.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of FIVE PER CENT. upon CONTRIBUTIONS for the year 1876 will be PAYABLE on MONDAY NEXT, the 7th instant.
Warrants may be had on application at the Office of the Society on and after the 5th instant.
By Order of the Board,

E. MOORE,
Acting Secretary.

6d 683 Hongkong, 1st May, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

Shareholders in the above Office are requested to furnish the Undersigned with a LIST of their CONTRIBUTION for the year ending 31st December, 1876, in order that the distribution of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next will be adjusted by the Office, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.

4m 675 Hongkong, 1st May, 1877.

NOTICE.

THE Offices of the Undersigned is This Day REMOVED to No. 4, PEDDAR'S HILL.

R. G. ALFORD,
Surveyor, &c.

7d 676 Hongkong, 1st May, 1877.

SPANISH CONSULATE.

NOTICE is hereby given to the Captains of Spanish and Foreign Ships starting for the Islands of Cuba and Porto Rico that His Catholic Majesty's Government has again put in force that the 7th Rule of the Royal Decree of the 26th December, 1872, which has recently been revoked.
Consequently Captains and Supercargoes are informed that on their arrival at any of the ports of the said Islands, they shall deliver to the Officers of the Custom House a Manifest duly certified by the Spanish Consul of the Port of Clearance or Departure, declaring whether the Ship is in ballast or giving a description of the Cargo that is on board.
Any Contravention of the said 7th Rule will be punished with a fine of ($500) five hundred dollars, or less, according to the circumstances connected therewith.

A. FABAUDO,
Consul for Spain.

7d 664 Hongkong, 24th April, 1877.

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch "CUM SING" (plying between Pedder's Wharf and Tsimsatsui), by Mr. BUXOO, will expire on the 30th instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.
The Fare will be as usual until further notice.

WING KEE & Co.,
Praya Central.

669 Hongkong, 29th April, 1877.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD,
Begs to inform his Friends that he intends being ABSENT from Hongkong for Six or Eight Weeks, leaving early in April.

227 Hongkong, March 13th, 1877.

C. L. THEVENIN, WINE AND SPIRIT MERCHANT, AND IMPORTER OF FRENCH GOODS, 44, QUEEN'S ROAD, HONGKONG.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

T. ALGAR,
HOUSE AND ESTATE AGENT,
RENTS COLLECTED.
BROWN JONES & Co.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
20] 9, HOLLYWOOD ROAD.

KWONG HING CHEUNG & Co., COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr. AHYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 80, Hing Lung Street, will receive immediate attention.

435 Hongkong, 19th March, 1877.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1876. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, February, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

tf 1780 Hongkong, 27th March, 1876.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

Intimations.

AMATEUR DRAMATIC CLUB OF HONGKONG.

The MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, on

MONDAY EVENING,
May 7th, 1877,

When will be presented a Farcical Comedy in Three Acts, by J. H. BYRON, Esq., entitled
"NOT SUCH A FOOL AS HE LOOKS."
Tickets may be obtained at Messrs. LANE, CRAWFORD & Co.'s on and after MONDAY, April 30th, and at the Doors on the Night of Performance.
Doors Open at 8.30; Performance to commence at Nine o'Clock punctually.
By kind permission of Colonel DICKINS and the Officers of H.M. 28th Regiment, their Band will be in attendance.

CHAS. C. COHEN,
Hon. Secretary.

649 Hongkong, 26th April, 1877.

WANTED, a SITUATION, by a respectable WIDOW, as ATTENDANT on CHILDREN or an INVALID LADY proceeding to Europe. Good References. Address "A. B.," care of *Daily Press* Office.

694 Hongkong, 4th May, 1877.

WANTED, a PORTUGUESE CLERK, who understands BOOKKEEPING and General Office Work. Address, stating Salary expected, to "P. T.," Amoy. [7d 682

CONSULAT DE FRANCE, HONGKONG.

MONSIEUR A. SIENKIEWICZ, Consul de France à Malte, a remis aujourd'hui à Monsieur G. BOULOUZE, CHANCELIER, le Service du Consulat de France à Hongkong et Macao.

2w 623 Le 16 Avril, 1877.

DENTAL NOTICE.

DR. STOUT intends visiting Japan shortly, and would be glad if those who wish to consult him professionally would make an appointment for an early date.
Hours for consultation 8 A.M. to 4 P.M.
No. 1, Alexandra Terrace, Hongkong,
April 5th, 1877. [tf 529

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U.S., 1st March, 1877.

T. G. LINSTEAD.

627 Hongkong, 23rd April, 1877.

NOTICE.

MRS. J. M. HANLON, a Resident for Nine Years in France, and a Trained Teacher, holding a high Certificate from the National Board of Education, begs to inform the Residents of Hongkong, that she will OPEN a CLASS for ENGLISH CHILDREN on the 1st May, 1877. Hours of attendance from Three o'clock to Five P.M.
The Course of Study comprises English, Penmanship, Arithmetic, Geography, Use of the Globes, Ancient and Modern History, &c.
TERMS, PER MONTH.............. $3.
Extra charges for French.
For further Particulars, apply to 5, HOLLYWOOD ROAD, Hongkong.

1m 624 Hongkong, 23rd April, 1877.

EDUCATION.

ST. JOSEPH'S ENGLISH SCHOOL, HONGKONG,

Conducted by the BROTHERS OF THE CHRISTIAN SCHOOLS, under the Patronage of Right Rev. Dr. J. T. RAIMONDI, D.D., Bishop of Acantho and Vicar Apostolic of Hongkong.
The course of Studies comprises English, Mathematics, Portuguese, French, and Chinese. The distinctive feature of this School is the care given to Commercial Education.
Applications for admission should be addressed to the Director,

BROTHER HIDULPH,
9, Caine Road, Hongkong.

The Terms are:—
FIRST CLASS BOARDERS, per month...... $20.
SECOND CLASS BOARDERS, per month... $15.
Prospectus on Application.

3m 317 Hongkong, 26th February, 1877.

Notices to Consignees.

STEAMSHIP *MEIKONG*.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships *Euphrate* and *Delta*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Two o'clock TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after TUESDAY, the 8th instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.

H. DU POUEY,
Agent.

693 Hongkong, 2nd May, 1877.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *DEUCALION*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 7th instant for shipment per steamer *AJAX*.

BUTTERFIELD & SWIRE, Agents.

689 Hongkong, 2nd May, 1877.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship *Argentino* having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence or from the Wharf or Boats delivery may be obtained.
Optional Cargo will be forwarded to Yokohama unless notice to the contrary is given before 3 P.M. TO-DAY.
Cargo remaining undelivered after the 6th May will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

7d 670 Hongkong, 30th April, 1877.

FROM LONDON AND SINGAPORE.

THE Steamship *Stad Amsterdam*, Captain Boon, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, and stored in the Godowns of Mr. A. MACG. HEATON, whence or from the Boats or Wharf delivery may be obtained.
Optional Cargo will be forwarded on to Shanghai unless notice to the contrary is given before 2 P.M. THIS DAY.
Cargo remaining undelivered after the 4th May will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GILMAN & Co.,
Agents.

7d 659 Hongkong, 27th April, 1877.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *Deucalion* are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th April, 1877.
Goods undelivered after the 4th May, 1877, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

684 Hongkong, 26th April, 1877.

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY FOR 1877,

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.

THE DIRECTORY FOR CANTON.

THE DIRECTORY FOR WHAMPOA.

THE DIRECTORY FOR MACAO.

THE DIRECTORY FOR HOIHOW.

THE DIRECTORY FOR SWATOW.

THE DIRECTORY FOR AMOY.

THE DIRECTORY FOR FORMOSA.

THE DIRECTORY FOR FOOCHOW.

THE DIRECTORY FOR NINGPO.

THE DIRECTORY FOR SHANGHAI.

THE DIRECTORY FOR CHINKIANG.

THE DIRECTORY FOR KIUKIANG.

THE DIRECTORY FOR HANKOW.

THE DIRECTORY FOR CHEFOO.

THE DIRECTORY FOR TAKU.

THE DIRECTORY FOR TIENTSIN.

THE DIRECTORY FOR NEWCHWANG.

THE DIRECTORY FOR PEKING.

THE DIRECTORY FOR JAPAN.

THE DIRECTORY FOR PHILIPPINES.

THE DIRECTORY FOR SAIGON.

THE DIRECTORY FOR HAIPHONG.

THE DIRECTORY FOR HANOI.

THE DIRECTORY FOR SINGAPORE.

THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a

PLAN of VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS OF SHANGHAI;

Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;

Also of the various HOUSE FLAGS (Designed expressly for the Work);

and

MAPS of HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO.....Mr. L. A. de Graça.
SWATOW.....Messrs. Campbell & Co.
AMOY.....Messrs. Wilson, Nicholls & Co.
FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
HANKOW and RIVER-PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....The C. and J. Trading Co.
HIOGO, OSAKA.The C. and J. Trading Co.
YOKOHAMA.....Messrs. Lane, Crawford & Co.
YOKOHAMA.....Mr. O. D. Moss, *Japan Gazette*.
MANILA.....Messrs. J. de Loyzaga & Co.
SAIGON.....Mr. J. H. Bloom, *Independant*.
SINGAPORE.....Messrs. Liddelow and Marpin.
BANGKOK.....Messrs. Malcolm, Jullion & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Mr. Geo. Street, 30, Cornhill.
LONDON.....Messrs. Bates, Heady & Co.
SAN FRANCISCO.Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co 37, Park Row.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

827 HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, MAY 4TH, 1877.

THE Fantai and Taotai of Foochow have been venturing on a novel departure from ancient usage and custom. They have been entertaining the foreign residents, including a number of ladies, of that port at a tiffin. A speech was made by a Chinese official on behalf of the Fantai, in which pompous condescension and friendly spirit were strangely mingled. The former was due, no doubt, to the servility of the spokesman; the latter, it is to be presumed, more accurately expressed the sentiments of the worthy giver of the feast. His visitors would no doubt be somewhat amused to be told that "the Chinese Authorities have long had it in mind to do this [invite them to tiffin] in order to befriend foreigners," but they would none the less appreciate the evident desire shown by the Foochow officials to cultivate good relations and render the intercourse between foreignors and natives harmonious and cordial. At all events, the little *réunion* at Foochow shows that a change is at length passing over even the official mind, and that they do not hold the Western "barbarians" so cheaply and contemptuously as of yore. The event has no other significance, but it is a proof that the Chinese are gradually surrendering some of their most absurd prejudices, and beginning to appreciate the importance and necessity of securing a better and more friendly understanding with the foreigners living in their midst. While it is only too obvious that the Government of Peking bears no particular goodwill to foreignors and would fain be rid of them, it has managed to form a truer estimate of their power and wealth, while the Chinese mercantile classes are perfectly conscious of the benefits which have been conferred upon their country by the development of trade with foreign nations. It is so seldom, however, that Chinese officials step out of their way to deign to notice foreigners, that when they do the matter is worth noting; not because the latter receive any particular advantage by the little mark of courtesy, but because it is an evidence that the thick crust of exclusivism in which the Celestial officials are wrapped is being thawed by slow degrees.

In another column will be found an account of some torpedo experiments made by the students at the Imperial Torpedo College at Tientsin in the presence of the Viceroy LI HUNG-CHANG. It will be noticed that Young China takes kindly to progress as represented by improvements in implements of destructive warfare. The experiments are described as having been very successful, and the astute patron of the College is being highly delighted with the results. Visions of a successful resistance being offered to the progress of foreigners up the Peiho doubtless passed before the eye of his imagination. The cost of these torpedoes troubled him not, any more than did the fact that troops of poor wretches are still perishing from hunger in his own province of Chihli. Money can always be found for these utterly useless and most costly weapons, no matter what destitution and misery has to go unrelieved in consequence. These torpedoes and gunboats are the toys of the great Viceroy, with which he diverts himself in hours of idleness. We would nevertheless presume to suggest that the money squandered upon them would have been better employed in rescuing the villagers in the famine-stricken districts from starvation.

THE *Tokio Times*, which, as all readers may see, is conducted under American management, waxes wroth with the conservative British for their mis-nomenclature of the city from which it takes its name. The despatches of the British Legation, it appears, are still dated from "Yedo," and our contemporary asks:—"Is it precisely the courteous thing to employ, in speaking of the capital of the EMPEROR, the name given to it when it was held by his usurping and rebellious vassals, that name of which it was formally dispossessed ten years ago?" Indeed, it hardly does seem courteous, and perhaps our representative in Japan will see the propriety, now that the matter has been publicly noticed, of adopting the present name of the city in which his Legation is situated instead of continuing the use of a name which has been officially defunct for ten years. It is also to be hoped that the home papers will some day see the advisability of calling the metropolis of Japan by its proper name.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the steamer *Candia* left Singapore for this port on the 2nd instant.

Bishop Burdon has pleasure in acknowledging two additional donations to the famine fund, one of one hundred dollars from "A Friend," and the other of ten dollars from "G. and W."

We are requested to state that the name of Deputy-Inspector-General S. S. D. Wells, Royal Naval Hospital, should have been among the heads of departments at the private levée instead of among the general public.

Return of Visitors to the City Hall Library and Museum for the week ending 2nd May:—

	EUROPEAN.	CHINESE.	
Thursday	14	17	
Friday	27	351	
Saturday	25	184	
Sunday	33	Sunday	
Monday	38	312	
Tuesday	37	238	
Wednesday	44	195	
Total	223	1,297	

The San Francisco *Bulletin* of the 2nd April has the following:—"Eli T. Sheppard, for many years Consul at Tientsin, China, goes out by the next steamer to Japan, having accepted a position in the government of that country as assistant legal adviser to the foreign office. Mr. Sheppard discharged the duties of his office as Consul to Tientsin for many years with great acceptance. He was at one time a student in the office of John A. Bingham, now Minister to Japan, and afterwards entered into a law partnership with the remaining member of the old firm. Mr. Sheppard will have opportunities for extended usefulness in his new field. Years of faithful service in the Consulate at Tientsin, coupled with his complete knowledge of law, ought to be a good guarantee of efficient service in the new post in Japan. Mr. Sheppard has a good standing in Ohio, his old home, where they know men and try them as thoroughly as in any other part of the country.

An inquest was held at the Victoria Gaol yesterday before the coroner and a jury comprising Messrs. Philip Arnhold, Charles Coleman Colton, and John Amos Blogg, on the body of a Chinese male prisoner named Low Awan, who died in the gaol. The deceased was the man charged on the 30th ult. by Leung Achan, with entering his house at West Point and stealing a quantity of clothing. At the trial he would probably have got a long sentence in consequence of being an old offender, but Mr. Tomlin stated that he was instructed by the Colonial-Surgeon to say that the man was suffering from a disease which would probably terminate in his death. Deceased was thereupon sentenced to one month's simple imprisonment, and on entering the gaol was sent to the gaol hospital, where he died yesterday. A medical certificate was put in, and the evidence of Mr. Tomlin, acting superintendent of the gaol, was taken as to how the deceased came into his custody. The jury then returned a verdict of death from natural causes.

It is proposed to include with the Exposition Universelle of 1878 a retrospective exhibition of tissues, tapestries, furniture, &c., limited to the date 1815.—*Athenæum*.

Mullins is entirely bald, with the exception of a single lock, which he combs carefully over the side of his head. A short time ago some young ladies asked him for his photograph, and just for fun he had a picture taken of the top of his head. About a week afterwards he went past the photographer's shop, and noticed an immense crowd studying a picture in the window. He looked and found that that discourteous artist had printed a greatly enlarged picture of his bald head, with his black lock running around the edge, and had rebelled it. "Eclipse of the moon; the phenomenon as it appeared at a quarter-past eleven."

POLICE INTELLIGENCE

3rd May.

BEFORE CHARLES MAY, ESQ.

DRUNKENNESS.

William Sullivan, a seaman boarding at the Sailors' Home, was fined 50 cents for drunkenness.

THE BOAT NUISANCE.

Shun Tai Heung and Lo Atsing, were charged by P.C. 57 with boarding the steamship *Taiwan* before she got to her moorings, and also before the Health Officer had got on board. They were further with causing an obstruction with their boats. They were fined $5 each.

THE STREET CHAIR NUISANCE.

Cheung Atung, a chair coolie, was charged with causing an obstruction. A constable said that upon a gentleman coming out of the Hongkong Hotel the prisoner and several others rushed with their chairs towards the entrances of the Hotel. The prisoner denied rushing with his chair and said he took it quietly. He was fined $1.

Cheong Ahgan, a chair coolie, was also fined $1 for similar offence.

ROBBING A GARDEN.

Li Alok, a hawker, was charged by Tsoe Kam Fook, a gardener at the coffee plantation at Tung Lung Chow, with coming into his garden, with others not in custody, at three a.m. and digging up his potatoes.

He was sent to 21 days hard labour.

THEFT.

Lo Achung, a coolie, was charged Wong Ayow with stealing from his marine store shop a quantity of bale coverings. The case was proved and prisoner was sentenced to 14 days hard labour.

SUPPLYING GIN TO SEAMEN.

Lo Ayow, a steward on H.M.S. *Fly*, was charged by Albert Holley, a sergeant of Marines on the same vessel, with bringing gin on board contrary to the regulations. The prosecutor said that at dinner yesterday he received some information and went on deck, following his informant. The informant took hold of the prisoner who held a jug and a basin. He found the jug contained three gills of gin. He took the jug from him and threw it away, and took the prisoner to the commander.

The prisoner said the jug only contained hot water, and he would like the second engineers' steward to be called to prove this. The case was remanded for that purpose until the 4th instant.

CUTTING AND WOUNDING.

Ng Asing, an ex-district watchman, was charged by Inspector Cradock with cutting and wounding a man named Mah Apoey, on the 2nd instant, in Second-street, Seylngpoon. The case was remanded until the 7th instant as the wounded man is in hospital.

WENCHOW.

21st April.

Wenchow was opened as a Treaty Port on the first of the present month, but our present Consul did not turn up until the 12th. He arrived in H.M.S. *Mosquito*, and in company with Captain Paul set out to pay a visit to the Tao-t'ai. On arriving at the yamén, he was kept waiting some time, and when they opened the yu-mên, to admit him, he turned round and would not go in. The next day the Tao-t'ai called and made an apology, and said he had punished the door-keepers, and that such a thing should not occur again. Mr. Alabaster did perfectly right, and I am sure all will agree that he did.

The first merchant steamer to this port was the *Conquest*, owned by Messrs. Jardine, Matheson & Co., bringing passengers and cargo to this port for the first time. The trade at present does not look promising, but let us hope that such an enterprising firm as Messrs. Jardine, Matheson & Co. may gain a real conquest, and be successful in starting and carrying on a brisk trade with this port. The people here have been and are very quiet and civil, and, unlike our friends at Ichang, we are able to settle down in peace. Quite a number of people have been off to see the wonderful steamer *Conquest*, and it is amusing to watch the faces of those who thus gaze upon a steamer for the first time.

Had I time I could write much about the grandeur of the scenery around Wenchow, but that I must leave for abler pens than mine. Suffice it to say that what I have seen during the last twenty days is really magnificent, and those of your readers who doubt my word should come and see the place themselves.

Most of us are living in idol temples, which abound in this place. The city is a much cleaner one than most I have seen, and the streets are much wider. I cannot write more, as the steamer *Conquest* leaves to-day.—*Shanghai Courier* Correspondent.

NINGPO.

(From our own Correspondent.)

26th April.

The bridge of boats question is still unsettled. Two of the floating pontoons having been taken out, no passengers can cross, and consequently no tolls have been collected. The house at the bridge where toll was collected which was pulled down by the mob on the evening of the riot, has not been rebuilt; nor have the railings along the bridge, which were broken off and used as weapons on the occasion, been repaired. The enormous passenger traffic between the city and camps is now entirely carried on by ferry boats, of which several belong to the Chinese guilds. These latter convey their passengers free; the boats owned by private individuals charge four cash to Chinese passengers.

The regular rainy season is now approaching, and during the past week it has been damp and muggy. This weather, should it continue, will prove very unacceptable to the excursionists from Shanghai, who make use of the race holidays there to spend a few days in our mountainous regions. Several parties have, too, already started for the Snowy Valley, and the next steamers are likely to bring over some more guests from Shanghai who are not racing men or rather give for a change the preference to a short sea trip and a few days' mountain air. The hills around Ningpo are at present all covered with azaleas and exhibit a lively appearance.

The China Merchants' Company's steamer ought to be paying between this port and Shanghai; there being, so far, no opposition started. The fares for foreign passengers have been reduced. Since the withdrawal of the steamer *Fuhsyeu* from the line two good vessels, the *Kiangchen* (late *Hupeh*) and the *Haisan* (late *Kiangsu*) have been put on, leaving little or no chance for an opposition company to run against the native line with any success.

The German gunboat *Cyclop*, which arrived here on or about the 15th instant, has prolonged her intended short visit to our port. She will, I understand, proceed from here to Nagasaki before long.

SHANGHAI.

The steamer *Conquest*, the first foreign trading vessel to Wenchow, returned to Shanghai on the 26th ult. She made a favourable passage to the new port, and was cordially welcomed by the natives. Besides her cargo she landed six foreign passengers, and on her return had Mr. and Mrs. Stott, missionaries, to Ningpo, and about 500 packages of cargo, principally charcoal. Between Wenchow and Ningpo she experienced dense fog, and had to anchor for several hours on three different occasions.

The *Soochow* left here on the 27th ultimo for Hankow. Formerly she was known as the *Japan*, and since she has been under her present management, she has been fitted with a hurricane deck affording accommodation for about 300 native passengers, as well as comfortable quarters for foreigners; her engines and boilers have been overhauled; and in other respects she has been altered and improved for river traffic. She is under the same agency as the *Paokang*, *Tah-yue-fong*, and *Ping-on*; and it is now understood to be a fact that the same combination—the Company has not yet assumed a name—have two steamers now building in England.

It was mentioned at the time that the report of the bark *Agate*, respecting the supposed existence of seventeen Europeans on one of the islands adjacent to New Guinea, had been forwarded to Admiral Ryder. We understand the Admiral has sent on the despatch to the Commodore commanding the Australian station, within whose limits the localities indicated lie. It will be remembered that the statement of the master of the *Agate* was to the effect that, on the 2nd February last, when the bark was in Dampier Straits, lat. 0.34 S., and long. 130.22 E., she was boarded by natives from Battanta, King William, and other islands; and one of the chiefs stated as well as he could by signs and broken English that, on some of the islands to the northward, there were sixteen white men and one white woman. The *Agate* could not herself attempt to verify the report, as she had been on a reef and badly injured her hull. No doubt a gunboat will be despatched to search the neighbourhood, when Admiral Ryder's communication is received in Australia.—*N. C. Daily News*.

The steamer *Tokyoyong*, with freight, passengers, and officers, left Hankow on the 22nd ult. for Ichang, and we hear is to be continued on the line. She will thus be the pioneer steamer to Ichang.

For the last two days (27th and 28th ult.) there has been a sandstorm over Shanghai and the neighbourhood, the effects of which are particularly disagreeable. We hear that it exists also over the southern part of Japan, which shows what a large extent a single phenomenon of this sort may cover.

We understand that one of the features of the Loan concluded with the Chinese Government is that the lenders refuse to have the Bonds signed by any foreign employés of the Government, being perfectly satisfied with the seals of the Chinese officials.

At a meeting of Municipal Council it was agreed to bring to the notice of the Chamber of Commerce the necessity of preventing the growth of the Footung Point and other obstructions further upon the river and of such representations being made to the Chinese Authorities as will induce them to expend a part of the large amount of tonnage dues derived from the shipping in the place for the conservancy of the port.

The following steamers are reported as likely to go to Hankow and load teas for London: Two of the *Glen* line, two of the *Castle* line, the *Tartar*, the *Bertha*, the *Cairnesmir*, the *Stadt Amsterdam*, the *Hankow* and the *Cyprienne*. Besides these, a French mail-boat is to load at Shanghai. The latest advices from up river confirm the report that the ensuing season is likely to be an early one, and masters of Ningchow teas are expected about the 5th proximo. The first crop teas are selling in the country twenty to twenty-five per cent cheaper than last season, and abundant supplies are looked for, as the weather has been favourable.

The following is a complete list of the prize-winners at the Volunteer Prize Meeting:—Recruits' Prize.—Private Pardon, No. 2 Co., 1st; Sergeant Cory, No. 1 Co., 2nd. Mi-ho Loong Challenge Cup.—Sergeant Dunman, 1st, Private Allen, 2nd. National Rifle Association Silver Medal.—Sergeant Dunman, M.H.L., 1st; Lieut. Sim, No. 1 Co., 2nd. Non-Commissioned Officers' Cup.—Sergeant Dunman, M.H.L., 1st; Sergeant Cory, No. 1 Co., 2nd. Bankers' Cup.—Sergeant Dunman, M.H.L., 2nd. International Match—Scotch Team 1st. Highest scorer and holder of the cup, Sergeant Glass, M.H.L. Consolation Prizes—Private Milsom, No. 1 Co., 1st; Private Allen, M.H.L., 2nd. Gold Cross.—Sergeant Dunman, M.H.L. Silver Cross.—Sergeant Sharp, No. 1 Company.

Many distinguished Chinese officials have lately passed through our settlement. Only a few days ago the Tartar General Wên of Foochow, and the Hoppo of Canton and families, passed through here; while for the last week the Tartar General elect of Hangchow has resided among us. The last-named official has been awaiting the arrival of his predecessor, who on the first of this Chinese moon left Hankow on his way to Peking, previous to taking up his new appointment as Tartar General at Kui-chow in Hunan. This distinguished mandarin, the Marquis He, accompanied by his mother, a lady closely related to one of the Empresses, his wife, the daughter of the well known Viceroy Joi Lien, who died a few years ago at Canton, and a numerous retinue, arrived here on the 26th ultimo from Hankow via Soochow. They are being entertained by a foreign firm having large dealings with the official class.

It is said the tea-market in the interior is opening at low prices; about 30 per cent cheaper, indeed, than last year. The market for greens in Sung-yang has opened at 190 to 200 cash per catty of 32 taels' weight, against 200 to 275 a year ago; at Ningchow, too, prices have opened at 120 to 130 cash per catty of 16 taels' weight against 190 to 200 last year. The crop is likely to be very large, and with further depressing news from England the market is likely to go still lower, as many hongs have reduced their limits considerably. Altogether, therefore, the prospects of the tea-trade are tolerably bright. If we may accept the circumstances of the trade during the Franco-German war as a criterion, when very handsome profits were made, it certainly seems as though another chance were about to present itself: though of course it is impossible to foresee the eventualities of the present struggle in Europe. Generally, too, when the first crop of tea is cheap, the second and third crops are not large; so that it is once more in the hands of the buyers to make or mar their fortunes. A good deal of syces is being picked for shipment to Hankow.—*Courier*.

KIUKIANG.

We print below a rough translation of a petition which has been presented to the Taotai of Kiukiang, by the native tea merchants, protesting against the proposed opening of Hukow as a port of call. The opium merchants have also presented a petition to the same effect, and in similar language. We must say that the very anxiety displayed at Kiukiang to prevent steamers calling at Hukow, seems to us to tell rather in favour of the design. The anxiety to assert the unsuitability of Hukow is quite superfluous: that is a question which will very soon decide itself. If, on the other hand, it proves a convenient place of call—as it seems to us the Kiukiang people think it will do—the argument that steamers should be debarred from going there, because it will affect the local trade of Kiukiang, is not tenable.

Petition of the Kiukiang Tea Merchants against the opening of Hukow as a port of call.

The Tea Merchants of Kiukiang (26 hong names given) present a petition. They most humbly beg to state that, inasmuch as the measure intended to be a benefit to the people will in reality prove most disadvantageous, they pray your Excellency will, of your goodness, be pleased to represent the matter to the high authorities, and request a suspension or abrogation of the proposed change.

Your petitioners have received, Your Excellency's proclamation announcing that, in accordance with the terms of the Convention concluded on the settlement of the Yünnan affair, the six ports of call selected under the agreement would be opened for the discharge and shipment of cargo as soon as regulations had been agreed upon, &c.

Your petitioners would observe as regards Hukow, that it is only distant 50 li from Kiukiang; that since the latter port was opened to trade, now over ten years, all merchandize conveyed by steamers, while being brought from or conveyed to the interior marts of Kiungsi, has, as a rule, merely passed the confines of Hukow (the necessity of stopping there never having arisen), which practice, while conforming to the existing regulation, has proved to be mutually advantageous to both the Customs and merchants. Furthermore, Kiukiang itself produces no exports whatever, and, being a small place, the local consumption of imports is insignificant; so that whenever Hukow is opened as a subsidiary port, Kiukiang will lose all the shipping business centred there, which must inevitably result in the complete ruin of our trade now established at this port; and this, too, without being of the slightest gain to Hukow, while to the merchants and people of Kiukiang it cannot fail to be most disastrous.

Moreover, Hukow, situated as it is at the confluence of the Yangtsze and Po-yang lake, is subject to fierce gales and high seas, which dash against the boats, rendering that place absolutely dangerous and inconvenient for shipping and landing cargo.

And your petitioners having heard that the foreign merchants have already petitioned their respective Consuls (against the opening of Kukow), now venture, with bended heads, to repair to the presence of your Excellency, in the hope that you will graciously condescend, to submit the question to the different authorities, and request that in the case of Hukow, all cargo (for or from Kiangsi) may as hitherto be landed or shipped at Kiukiang, that the business of native and foreign merchants be not interrupted or disabled.

And your petitioners will be boundlessly grateful.

Kwang-sü, 3rd year, 3rd moon.—*N. C. Daily News*.

CHEFOO.

We hear from Chefoo that a collision occurred between German barque *Wega* and the French barque *Maria*, on the 20th; both outward bound and ready for sea. The *Wega*, it seems, parted her cable and of course ran foul of the French-man; it was blowing fresh at the time from the South, but very little damage was done to either vessel. The captain of the *Wega* after a little difficulty had his anchor and chain restored to him. Both vessels sailed the same afternoon for Swatow. It is getting very hot in Chefoo; the thermometer has been as high as 80 degrees, and the dust which is now flying about the town, says our Correspondent, is simply blinding.—*Shanghai Courier*.

WUHU.

22nd April.

Wuhu is necessarily a dull sort of place at present, but if the community, which now consists only of Consular and Customs officials, increases at all, it will not be a bad place, especially as the climate is tolerably good. The people are very gentle and polite. I seldom hear the epithets usually applied to foreigners. The river is rising rapidly, at least it seems so to me, though it may not appear so to a more experienced eye. The houses that lined the river when I arrived here first, are being gradually removed out of the way of the water.—*N. C. Daily News* Correspondent.

TIENTSIN.

19th April.

On Saturday (14th April), His Excellency Li Hung-chang spent a long day at the Imperial Torpedo College engaged in holding the first annual examination of the students. His Excellency arrived at 9 a.m., and was received by Mr. Bette and the native officials attached to the college; he then carried out a minute and careful inspection of the new building, taking particular notice of the workshops and fuze rooms, where the unattached students were busily engaged making electrical fuzes, small torpedoes for experimental work, and other apparatus connected with torpedo warfare. The examination was held in the large lecture-room, eighty feet by forty-five, and comprised English composition, translation, mathematics, and proficiency in telegraphy; after which Mr. Bette gave a lecture on Torpedo Appliance, illustrated by such experiments as could with safety be shown in a room, and translated at His Excellency's request by Mr. Chan Lai-sun, the *woi-yuen* of the College. The Viceroy then selected various questions from a list of one hundred which had been prepared, and the students answered them by diagrams on the black board, or practical illustrations where possible. At the conclusion of the examination the Viceroy awarded buttons to six of the most successful students and additional prizes of about 100 taels in value. H.E. also took much interest in the erection of the line of telegraphs which is now in course of construction to his yamen, and left the college attended by his numerous retinue about 7 p.m., after a long and fatiguing day's work. On Wednesday a series of torpedo experiments took place on the river, near the Bridge of Boats, the position of which is the junction of the Peiho and the Grand Canal; at which the Viceroy was also present. The chief point of interest was firing torpedoes from spars 30 feet long, run out from an eight-oared boat manned by the students of the college. Charges of 50 lbs. of powder were fired, and made a very fine show, throwing up a large column of water, which owing to the high wind beoprinkled the crowds on the river bank in a very liberal manner. The smart style in which the students launched and fired the torpedoes was highly commended by the Viceroy and foreigners present; small charges fired in groups were also shown, but owing to the crowded state of the river none of the charges contained more than 50 or 60 lbs. of powder, as Mr. Bette thought it too dangerous in such a confined space to fire heavier charges. Thousands of Chinese had congregated on the banks and house-tops; every available spot from which a view of the proceedings could be obtained was seized upon, both sides of the river were lined with junks and house-boats containing the officials and in many cases their wives and families, the rich colours of the dresses and the gay flags so freely displayed produced quite a pleasing effect while every explosion was accompanied by a chorus of loud "Ai-yahs" from the assembled multitude. The boats of the gunboats had much difficulty in keeping the river clear, as numerous fishing boats and small crafts of every description dashed out from all sides after each explosion, and eagerly scrambled from the numerous dying fish, many of large size, which were floundering about on the surface of the water. Eleven torpedoes were fired in all, and H.E. took his departure about 5 p.m. The crowd lingered about for some time, but at length dispersed, apparently well rewarded by the exhibition for their patient waiting from an early hour.—*Shanghai Courier* Correspondent.

NEWCHWANG.

18th April.

The weather is very uncertain. Just now a very strong north wind is blowing, and the thermometer last night showed three degrees of frost. We trust that everything looks green in Shanghai, but here the trees are only beginning to bud, and it is not safe to put seed in the ground.—Amongst the arrivals of shipping the other day, we note the *Vesta*, with matches.—*N. C. Daily News* Correspondent.

YOKOHAMA.

Her Majesty the Empress Dowager is expected to return to Tokio *vid* the Tokaido during the first decade of May.

The wife of Mr. Minami, Consul for Japan in London, goes to San Francisco in the *City of Tokio, en route* to London.

The remains of Commander Marvin, U.S.N., are to be taken for interment to America. The coffin containing the corpse is now on its way to San Francisco in the *City of Tokio*.

The *Hochi Shimbun* says that the Finance Department has already (the 21st instant) expended yen 7,900,000 in expenses connected with government resistance to the insurrection in the south.

An official scale of rewards to be paid to persons giving information which may lead to the arrest, or themselves arresting rebels, has been issued from the Imperial head-quarters at Matsubashi.

The flags of the U.S.S. *Tennessee* and *Alert* and at the U.S. Naval Hospital were at half-mast on April 23rd, and twenty-six minute guns were fired from the *Tennessee*, commencing at noon, in honor of recently deceased Admirals in the American Navy, who had received the thanks of Congress for their services during the Civil War.—*Gazette*.

THE ADMINISTRATION OF THE LAW.

We ought really to feel much indebted to our judges for the agreeable novelties which they are so constantly introducing into judicial proceedings. One day a chief justice gives us all something to talk about for a week by denouncing the law which he sits to administer; and a little while afterwards another judge varies the monotony of his labours by delegating one of his functions to the jury. The author of this latest novelty is Lord Justice Brett, and the occasion of its introduction was a trial which took place last week at the Huntingdonshire assizes, when a man named Kitaley was convicted of stealing a quantity of oilman's ivy, value fourteen shillings, and was sentenced by Lord Justice Brett to one month's imprisonment. After the prisoner was removed from the dock a juryman remarked, "That is rather stiff, my lord." "Do you think so, gentlemen," inquired the judge. The jury, after consulting, said they did think so. Thereupon this colloquy followed:—The judge: "What sentence would you suggest, gentlemen?" The jury: "Cut it in halves, my lord." The judge: "Very well, gentlemen; it was your verdict, and it shall be your sentence. Let the prisoner be brought back." Upon this being done, the judge said to him:—"The jury think a month is too stiff; take fourteen days." And that sentence was recorded. It is gratifying of course to find our judges and juries animated by this mutually helpful and conciliatory spirit; but if a judge may let a jury pass sentence it will be only fair for juries to return the compliment occasionally by allowing judges to pronounce the verdict. Then, of course, we shall have a dialogue of this sort:—Judge: "Not guilty, gentlemen? Come, isn't that rather stiff in the way of resistance to overwhelming evidence?" The jury: "Do you think so, my lord?" The judge: "I do, indeed." The jury: "Very well, my lord; make it guilty, then." You have to pronounce the sentence, and it shall be your verdict." How would that look?—*Pall Mall Gazette*.

A player being reproached by Rich, for having forgotten some of the words of the Beggar's Opera on the fifty-third night of its performance, cried out "What, do you think one can remember a thing for ever?"

A French soldier was sitting a short time back on the summit of a hill overlooking a garrison town; his horse was picketed near by; the man was smoking leisurely, and from time to time glancing from the esplanade to a big official envelope he had in his hand. A comrade passed, and said, "What are you doing there?" "I am hearing the President Macmahon's pardon for our friend——, who is to be shot this morning," replied the smoker. "Well, then hurry along with it," said his comrade. "Oh, no! See, there is hardly a soul on the esplanade, and the firing platoon has not yet been formed. You surely would not have me rob my appearance of all dramatic effect!"

HOME AND CHINA AFFAIRS.

(From our own Correspondent.)

LONDON, 23rd March.

CURRENT TOPICS.

I fancy, next to the Eastern Question, the weather has been the best abused topic of the day. After a singularly mild and wet season, just when the birds had concluded their little family arrangements and the trees had budded and blossomed to the spring, the winter has set in in earnest. Frost, snow, and sleet, and east wind have been let loose with a vengeance, and I really must concur in the Irish man's idea, that England just at present is a remarkably nice place to live out of. It looks as if the Prince and Princess of Wales thought so, at all events, for they are bound on a tour to the Mediterranean, and start to-morrow (I think) in the *Osborne*. It is announced that the Prince will spend some weeks in Italy with his brother the Duke of Edinburgh, and that the Princess will spend some weeks with her brother, the King of Greece. Their two eldest boys have been sent to the *Britannia* training ship. We hear nothing more about the Duchess of Edinburgh coming back.

It is rumoured that during, or immediately after the Easter recess, the Earl of Beaconsfield will resign his office as First Lord of the Treasury, retaining the "Privy Seal," which will entitle him to a seat in the Cabinet. Contrary to the rumours which have gained circulation at the political clubs, the Premiership will not be given to Sir Stafford Northcote, but to the Earl of Derby; and it is stated that his lordship will be succeeded at the Foreign Office by Mr. Bourke, the present Under-Secretary of State for Foreign Affairs.

THE ANTI-OPIUM AGITATION.

A deputation from the Anglo-Oriental Society for the Suppression of the Opium Trade waited on the Chinese Minister in London on Saturday. The deputation was introduced by Lord Shaftesbury, who, with other speakers, urged upon the Chinese Government the immorality of the opium trade, and asked the co-operation of China in their endeavours to put it down. The Chief Minister and Vice-President of the Board of Rites of China replied through an interpreter that the Chinese Government was sincere in its desire to put a stop to the opium trade, but it was a subject surrounded by many difficulties, and unless they were assisted by other countries as well as by England it would be impossible to put it down.

I have no patience with this senseless claptrap. The Chinese Minister should have told these philanthropic drivellers that China with her 360,000,000 of people did not spend half as much upon opium as Great Britain with her 30 millions does upon intoxicating liquors, and that the corresponding results stand well indicated by the figures given. He might well have repeated what the Prince of Kung said when he was bidding Sir Rutherford Alcock goodbye—namely, that opium and missionaries formed the evils of foreign intercourse with China.

THE JAPANESE MINISTER'S WIFE.

I have not seen nor heard any more gossip with respect to the Chinese Ministers, but I see it announced that at the last drawing-room the dress of Mdme. Wooyeno Kageneni, wife of the Japanese Minister, attracted great attention. It was of clair de lune silk, trimmed with scarfs of the same material and fringe to match. The train was of rich royal blue velvet, trimmed with a flounce of exquisite point de gaze. Her Excellency's jewellery was exceedingly handsome.

CHINESE IMMIGRATION TO QUEENSLAND.

In the House of Commons on the 19th, Mr. Lowther, the under-Secretary for the Colonies, replying to a question put by Mr. Stewart, said that a Bill subjecting Asiatic and African immigrants to special payments and obligations, but not purporting to be enacted for the purpose of restricting Chinese immigration, has been passed by the Parliament of Queensland and reserved by the Governor for the signification of the Queen's pleasure. Her Majesty will not be advised to assent to it in its present shape, as some of its provisions appear objectionable.

THE CHINESE QUESTION IN AMERICA.

From carefully compiled statistics, which take into account the arrival, departure, and mortality of the Chinese in the United States, it has been ascertained that their number has been greatly exaggerated, and is really only 108,000, instead of 158,00), as hitherto generally stated. Of these 90,000 are in California. An important point usually overlooked is that all the Chinese in America come from the British colony of Hongkong, and as China has therefore nothing to do with their emigration, no treaty with China can prevent it. This fact seriously complicates the question, so far as the action of the United States Government in the matter is concerned.

PERU.

In a discussion which took place a few nights ago in the House of Commons, relative to a motion for a Royal Commission to enquire into the practices of the Stock Exchange, Sir C. Russell made the following astounding statement:—He wished to call attention to the magnitude of the losses sustained by the British public. "There were" he said, "twenty-one defaulting States which had raised loans amounting to £305,000,000 sterling, and the interest of which amounted to £40,000,000 sterling. There must also be added to these losses the bubble companies floated on, he did not say by, the Stock Exchange." Peru is one of these defaulting States, and, in my opinion, the most dishonest of the lot, for she has a mine of wealth in the shape of guano deposits, which she first gives as security and then repudiates.

THE SILVER MARKET.

The woes of the silver market are in the hands of a ring, which controls the money articles of the principal journals. For the past week the public has been alarmed by the lowness of exchange in India and China, the intention of Germany to send a large quantity to London for sale, the extent of supplies, and so forth. This morning the following contradictory, inconsistent, and illogical notice appears in *The Times'* city article:—"The silver market has been firm to-day, and as there were a few small orders the quotation has advanced to 53¼d. The supply, however, being limited, there is still a demand for the continent, but owing to the unsettled state of exchanges in India there seems no desire to remit silver to that quarter at present." I see it stated elsewhere that both the Spanish and United States Governments are buyers of the metal. The Government of India required the proceeds of the loan which they are about to raise for expenditure on the famine and for the completion of unremunerative public works. Surely, for both these purposes, silver will be the requisite medium of payment: and in that case purchases of metal in London and its sh

Then the Chancellor has been instituting some libel suits in connection with the Arnim case, and the Postmaster-General has been imprisoning an editor at Posen illegally and arbitrarily for refusing to divulge the name of the author of a perfectly correct article. Then oppression is loudly complained of in Alsace and Lorraine by reason of Prince Bismarck's determination to expel those who are on the French army roll. He is said to be ill from worry and overwork, and complains of bad usage at the hands of those from whom he should receive support.

THE NEW TORPEDO BOATS.

By the last mail you would receive an account of some experiments which had been at Cherbourg with a torpedo boat call the *Thorneycroft*, whereby some astounding results were produced. The account was given in a very loose, rambling incomprehensible style, much explanation being required before a proper appreciation of the subject can be arrived at. If what is stated be true, it would appear that whilst the hulk to be victimised was being towed at the rate of fourteen miles per hour, the *Thorneycroft*, running at a speed of nineteen knots, struck her with a torpedo suspended from the bows at the end of a spar, and instantly destroyed her, suffering no manner of harm herself. Now, I am of opinion that it simply amounts to an impossibility to tow any hulk at the rate of fourteen miles per hour, and the idea of any vessel sustaining the shock described in such immediate proximity to the explosion, in the manner the *Thorneycroft* is stated to have done, is simply out of the question. It will be observed from the accounts given, that the speed of the hulk was eased on the *Thorneycroft's* approach, and it may be depended on, I think, that upon the latter-named vessel obtaining the proper range, possibly a couple of hundred yards, she aimed the torpedo at the hulk, striking and destroying her. If I am correct in my conclusions, it will be seen, therefore, that the type of vessel whereof the *Thorneycroft* is a sample, is meant to carry torpedoes and fire them off when within range of the enemy, diminutive size and extreme speed being relied upon to secure a certain amount of safety.

There is at least one of these vessels in the British navy, constructed by the same firm who built this craft for the French Government (Thorneycroft and Donaldson). This vessel, called the *Lightning*, was taken up to Westminster Bridge last Monday, when the First Lord of the Admiralty, the speaker of the House of Commons, several naval and ordnance experts, and other distinguished persons inspected her. She is 81 feet long and 10 feet 10 inches deep. The party were taken down the river and back, a distance altogether of 45 miles, which was accomplished in two hours and 40 minutes, or 14 knots per hour, which, seeing the bridges and the number of craft besetting the course, displays an enormous speed. With 120 lbs. of steam on a clear course, she attained a speed of 20 knots.

Having said thus much concerning the craft meant to carry torpedoes, I had better add what little I know or can comprehend about the torpedo itself. For practical purposes there are three descriptions of this weapon. One, the ground torpedo for harbour or river defence. This is sunk wherever it may be deemed advisable, and explodes either by electric wires, or by the percussion of contact. These, properly handled, should make any harbour invulnerable to a sea-going squadron. Another kind is the "Spar Torpedo," and is the kind used at Cherbourg last week.

It is hung on a spar or derrick, and explodes either by contact or electricity. It must have some motive-power of its own, so that it can be discharged at a little distance. The other kind is surely the most formidable weapon ever invented, and is that adopted by the British navy and is called the Whitehead torpedo. It is generally made about fifteen feet long and as many inches in diameter, the shape of a cigar pointed at both ends, is, of course, constructed of iron or steel, and is divided into three compartments. The forward compartment contains the charge (about 400 lbs. gun cotton), the centre compartment is used for regulating the flotation by the admission of water, and the after compartment contains the machinery. The motive power is pressed air, and the means of propulsion are a screw. A speed of 25 knots per hour is obtained, and a distance of nearly two miles attained by one full charge of air, and so correctly can the course be adjusted, that good aim can be taken at 2,000 yards. It will be seen at once, that denuded of the exploding charge, practice can be made with the weapon to any extent by simply charging the air-chamber, and this is in fact, what has been going on in our navy for more than three years.

It is quite beyond my fathom to predict what all these new inventions may lead to. A boat like the *Lightning*, with a dozen Whitehead torpedoes "in her lockers," commanded by a smart gunboat officer and manned by our dare-devil sailors, would be very liable to interfere with nocturnal slumber in a neighbouring hostile fleet. The British Government seem inclined to adopt the idea of unarmed rams of immense strength and speed. The Italian Government contemplate the construction of a ship, carrying 3-feet armour plates, 150 ton-guns, with a speed of 18 knots. It seems to me that in future all the officers and men must go into action wearing swimming belts, and that the humane societies must stand by with lifeboats instead of ambulances. I have an idea, too, that the country which possesses most gold and iron must in future rule the waves, and that Britons are not going to be slaves yet awhile, notwithstanding the utter collapse of the wooden walls, the hearts of oak, and all that kind of thing.

THE GOVERNORS OF SMALL COLONIES.

The system of selecting Governors for our small colonies will either have to be altered, or otherwise the State will suffer. The rule now appears to be to apportion these appointments to Irishmen, either for the purpose of requiting political services by the bestowal of Government patronage, or of consigning to oblivion some troublesome office-seeker who enjoys the gift of the gab. The process usually is to assign a post on the West Coast of Africa to one of these aspirants, either under the idea of his succumbing to the climate or under the belief that he is beyond the reach of diplomatic improprieties. Should one of these nominees escape the climatic influences, and serve his term with credit, he generally obtains promotion to one of the West India Colonies, and should he again serve his full term creditably, he is on a fair way to further advancement. The evils of the system are, the impotent status of these men when in England, and the loss of prestige to the country in the event of an experimental individual turning out a failure upon his first nomination. For instance, the present incumbent of the office of Governor of Sierra Leone is one Samuel Rowe, who is by profession a doctor of medicine. The salary is £2,500 per annum with an allowance of one guinea per day for travelling expenses, which he can always claim should he go afloat. According to a statement made in the House of Commons the other day, His Excellency has made a permanent arrangement with the commander of the steamer which is stationed off the shore, to sleep and take his meals on board at a cost of seven shillings and six pence per day, thus pocketing the whole of his salary and more than half the allowance for travelling expenses in addition. It being much more salubrious afloat than on shore any hope which might have been entertained when he was nominated of the climate killing him must be abandoned. I doubt, however, whether full justice has been done to His Excellency's economical arrangement. Some allowance must surely be made him for hospitalities or entertainments, and it would prove amusing if the manipulation of such allowance were detailed in all its refulgence.

Any how, the credit of the British flag must suffer materially at Sierra Leone by the Governor's practice of economy, and as the country pays for the maintenance of appropriate State, His Excellency's selfishness by no means displays a high tone of rectitude. In this respect affairs in Hongkong during the reign of Sir J. Davis were far from creditable to the country, although His Excellency's salary as Governor and Superintendent of Trade was £7,500 per annum. Among other peculiarities His Excellency was extremely averse to the consumption of candles. When he gave a State dinner the reception room would be lighted with one solitary and inferior specimen. On one occasion "the butler" lighted the candles a few minutes too soon. The infuriated and economical "Excellency" tore himself away from the arriving guests, and rushing to his banqueting table, blew all the candles out with his own precious gubernatorial bellows, thereby raising an awful smell for some little time after.

However, in this respect Hongkong has been pretty well off. The Hibernian element has prevailed, I think, entirely since the days of Sir John Bowring. The Colonial Office is compelled to be a little careful in its selection of Governor of Hongkong, because of the dangerous proximity of the mandarins, and the risk of an impetuous man involving us in diplomatic difficulties with China. Besides there is some risk of complication with the various consuls, owing to the difficult questions arising as to British and foreign jurisdiction. Sir Richard MacDonnell's was a very bad appointment, and has constituted a lesson which they in Downing-street will not readily forget. It may be remembered that when Sir Richard slipped the gambling farm into an Ordinance for cleanliness, the Duke of Buckingham was Secretary of State for the Colonies. His Grace disapproved of the trick, but never countermanded it, and it is said that he would have been Governor-General instead of (as at present) Governor of Madras, but for his weakness with respect to the Hongkong gambling business.

YACOOB BEG OF KASHGAR.

Sir T. Douglas Forsyth writes to *The Times* as follows:—

Sir,—Your Prussian correspondent has telegraphed to you that, "according to the latest Central Asian intelligence, Yakoob Beg of Kashgar, far from keeping his promise to extradite the Bokhara Prince Katti Tura to the Ameer of Cabul, has sent the Prince to Constantinople;" and it is added that "this Prince is the most determined and enterprising adversary of Russia in Central Asia."

We are not told to whom this promise was made, but the impression conveyed by this announcement to any ordinary reader unacquainted with Central Asian affairs would be that somehow Yakoob Khan, the Ameer of Kashgar, had broken faith with some one and had acted in a manner that betokens hostility to Russia.

A short statement of facts may, perhaps, be the best means of dispelling erroneous impressions.

Prince Katti Tura, as your correspondent tells us, rebelled against his father many years ago, and being defeated, fled across the Oxus and for a time found an asylum in Afghanistan, whence Shere Ali was induced to expel him, by the remonstrances of the Ameer of Bokhara. In 1871, when I visited Yarkund, Katti Tura had just arrived in Yakoob Khan's territory, and was placed in confinement in the Fort of Yungi Hissar, where he has been ever since. No pledge to keep him or to deliver him up was given, I believe, by Yakoob Khan, who merely granted the asylum, but, to prevent trouble, kept Katti Tura under strict surveillance.

The idea of Yakoob Khan having promised to make over this Prince to Shere Ali is not intelligible. What does Shere Ali want with him? There is peace between Afghanistan and Bokhara, and we know from what has already passed that the Ameer of Bokhara considers it an unfriendly act of his neighbour for Shere Ali to harbour, even in confinement, his rebel son. So that if Yakoob Khan ever did promise—which, for excellent reasons, I disbelieve—to surrender this rebellious Prince to Shere Ali, the Russians, as friends and patrons of Bokhara, will doubtless rejoice greatly that the Ameer of Bokhara has repented of his promise, thus giving another evidence of his goodwill towards themselves. With Katti Tura in Afghanistan, close to the Oxus, ready to summon all the discontented and daring spirits to his standard, and to create a disturbance on the Russian frontier, should war break out between Turkey and Russia, there would be a pretty complication for all parties. Russia would find her hands full in Central Asia. Yakoob Khan would be accused of having acted with bad faith towards Russia in letting loose a firebrand. Shere Ali would be accused of illwill in allowing the Bokhara Prince to take refuge in his country, and there hatch an attack on Russia's ally or dependent. And, as matter of course, England would be thought—most unjustly—responsible for the whole business, and it would probably be said that we had incited Yakoob Khan to release Katti Tura, and where to blame in not ordering Shere Ali to expel him from Afghanistan.

I think, Sir, we may congratulate ourselves, and the Russians, too, if this report of your correspondent be correct, that the Ameer of Kashgar has acted so wisely and has sent Katti Tura to the farthest point and where he can do least harm—viz., to Constantinople, where the solitary voice of an exiled Prince is not likely to add much strength to any feeling of hostility that may exist between Turkey and Russia.

I am well aware that the Ameer of Kashgar is determined to live at peace with his neighbours, and especially to give no sort of offence to the Russians; but I have observed too often announcements from Berlin, derived from Russian sources, regarding his acts, which imply a different course of conduct. This I know to be untrue, but as the public generally takes so little interest in this remote corner of the world, I have not liked to obtrude my observations, but the news first reported, if correct, is so worded as to imply a charge of bad faith towards the Russians against Yakoob Khan. I am glad to oppose to this charge my emphatic belief, founded on personal knowledge, that the Ameer of Kashgar will do nothing to give just cause of offence to his powerful neighbour.

About thirteen thousand rupees have been subscribed by the Mohammadans of Kurachee in aid of Turkey, and Russian has been publicly cursed in all the mosques.

The following lines were written by a Saginaw (Michigan) poet while floating down Flint River:—

Wenst the Red Injuns here took their delights;
Fisht, fit, and bled;
Now most of the inhabitants is whites,
With nary red.

A celebrated vocalist whose demeanour and acting were as awkward and ungainly as his voice was beautiful, said one day to Charles Bannister, "Do you know what made my voice so melodious?" "No," replied Bannister. "Why, then when I was fifteen, I swallowed by accident some train oil." "I don't think," rejoined Bannister, "it would have done you any harm if, at the same time, you had swallowed a dancing master."—*Musical World.*

COMMERCIAL INTELLIGENCE.

OPIUM.

THURSDAY, 3rd May.

No change to note in the rate for Patna, of which ordinary and select chests placed to-day at $576¼ and $578¾. The stock of Benares exhausted.

EXPORT CARGO.

Per American ship *Mystic Belle*, for New York:—

10,301 bags Sugar, 1,975 pkgs. and 10,200 boxes Firecrackers, 1,540 rolls Matting, 634 cases and 51 casks Preserves, 350 cases Palm Leaf Fans, 300 piculs Cassia, 48 pkgs. Canes, 33 cases Chinaware, 30 cases Nut Galls, and 30 pkgs. Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 3/11¼
Bank Bills, at 30 days' sight 3/11¼
Bank Bills, at 6 months' sight 4/0¼
Credits, at 6 months' sight 4/0½
Documentary Bills, at 6 months' sight ... 4/0¾
ON BOMBAY.—Bank, sight ... 227
ON CALCUTTA.—Bank, sight ... 227
ON SHANGHAI.—
Bank, sight ... 73½
Private, 30 days' sight ... 74½

SHARES.

Hongkong and Shanghai Bank Shares—22 per cent. premium.
Union Insurance Society of Canton—$700 per share.
China Traders' Insurance Company's Shares—$2,500 per share.
Chinese Insurance Company—$215 per share.
Hongkong Fire Insurance Company's Shares—$537½ per share.
China Fire Insurance Company's Shares—$146 per share.
Hongkong and Whampoa Dock Company's Shares—35 per cent. discount.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—10 per cent. discount.
Shanghai Steam Navigation Company—Tls. 30 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per share.
Chinese Imperial Loan—£103. Ex. 4s. 11d.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)

May 3rd.

Barometer—9 A.M.	29.976
Barometer—1 P.M.	29.932
Barometer—4 P.M.	29.930
Thermometer—9 A.M.	81½
Thermometer—1 P.M.	84
Thermometer—4 P.M.	82
Thermometer—9 A.M. (Wet bulb)	79
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	84½
Thermometer—Minimum (over night)	79

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *via* SUEZ CANAL	Ulysses (str.)			Butterfield & Swire	On or about 5th inst.
Do.	Imbros (str.)	Binnington	Hongkong	Jardine, Matheson & Co.	Quick despatch.
Do.	Leucadia	Mearns	Hongkong	Meyer & Co.	Quick despatch.
Do.	Arabella	Thos. Pearson	Hongkong	Meyer & Co.	Quick despatch.
Do.	Lalla Rookh	Hender	Hongkong	Meyer & Co.	Quick despatch.
Do.	Nyassa	Garrlock	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Albert Russell	Carver	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Thomas Lord	Hall	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	New Era	Sayer	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	City of Peking (str.)		Hongkong	P. M. S. S. Co.	On 15th inst., at 3 P.M.
Do. Do.	Oceanic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do.	Rurik	Bergelund	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Rosetta McNeil	Brown	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SYDNEY AND MELBOURNE	Ocean (str.)	Jaques	Hongkong	Jardine, Matheson & Co.	Quick despatch.
COOKTOWN AND SYDNEY	Gunga (str.)	Garceau	Hongkong	Hop Kee & Co.	Quick despatch.
Do.	Juan (str.)	Stock	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c.	Lombardy (str.)	Hall	Hongkong	P. & O. S. N. Co.	To-morrow, at noon.
SAIGON, SINGAPORE, &c.	Sindh (str.)	Lormier		Messageries Maritimes	On 12th inst., at noon.
BANGKOK	Rajanattianuhar (str.)	G. T. Hopkins	Hongkong	Yuen Fat Hong	On 8th inst., at daylight.
MANILA	Sorsogon (str.)	Lizarza	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
YOKOHAMA	Sunda (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Meikong (str.)	Fouche	Hongkong	Messageries Maritimes	To-day, at noon.
Do.	Gwalior (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Ajax (str.)			Butterfield & Swire	On or about 9th inst.

SALES ON MAY 3RD, AS REPORTED BY CHINESE.

Dried Lily Flowers—5 bags, at $11.80, by Yee Wo Loong to travelling trader.
Red Dates—50 bags, at Tls. 3.1.0.0, by Wing Yee Chong to travelling trader.
Shellfish—30 bags, at $11.80 by Kwong Tai Chong to travelling trader.
Japan China Root—10 packages, at $4.40, by Chun Chong to travelling trader.
Vermicelli—50 bags, at $9.70, by Chun Chong to travelling trader.
White Wax—10 pieces, at $55.50, by Kwong Hing Chong to travelling trader.
White Sugar—1,000 bags, at $6.20, by Kwong Wing Shing to local trader.
Brown Sugar—500 bags, at $4.15, by Yuen Fat to local trader.
Manila Sapanwood—1,000 piculs, at $2.03, by Yee Chong to travelling trader.

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PHILIPPE and CANAUD'S SARDINES.
PHILIPPE and CANAUD'S ASPARAGUS.
BOLOGNA SAUSAGES.
OXFORD SAUSAGES.
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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

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THE P. & O. S. N. Co.'s Steamship
"SUNDA"
will leave for the above place shortly after the arrival of the Steamship *Gwalior* with the next English Mail.
ADAM LIND,
Superintendent.
635 Hongkong, 25th April, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"GWALIOR"
will leave for the above place about 24 hours after her arrival with the next English Mail.
ADAM LIND,
Superintendent.
636 Hongkong, 25th April, 1877.

FOR LONDON.

THE Steamship
"IMBROS,"
Captain Binnington, will have immediate despatch as above.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
644 Hongkong, 26th April, 1877.

FOR COOKTOWN AND SYDNEY.

THE French Steamer
"GUNGA,"
Captain Garceau, will load here for the above Ports, and will have quick despatch.
For Freight or Passage, apply to
HOP KEE & Co.
656 Hongkong, 30th April, 1877.

FOR LONDON.

THE A1 British Ship
"LALLA ROOKH,"
Hender, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
667 Hongkong, 30th April, 1877.

FOR LONDON.

THE A1 British Clipper Ship
"LEUCADIA,"
Mearns, Master, will load here, and have quick despatch.
For Freight, apply to
MEYER & Co.
614 Hongkong, 20th April, 1877.

FOR LONDON.

THE A1 Clipper Ship
"NYASSA,"
Garriock, Master, will have quick despatch as above.
For Freight, apply to
WM. PUSTAU & Co.,
Agents.
564 Hongkong, 11th April, 1877.

FOR LONDON.

THE A1 British Barque
"ARABELLA,"
Thos. Pearson, Master, will load here and have immediate despatch.
For Freight, apply to
MEYER & Co.
645 Hongkong, 26th April, 1877.

FOR NEW YORK.

THE A1 American Ship
"THOMAS LORD,"
Hall, Master, will load here, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
657 Hongkong, 27th April, 1877.

FOR NEW YORK.

THE A1 American Bark
"ALBERT RUSSELL,"
Captain Carver, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
617 Hongkong, 21st April, 1877.

FOR NEW YORK.

THE A1 American Ship
"NEW ERA,"
Sayer, Master, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
663 Hongkong, 28th April, 1877.

FOR SAN FRANCISCO.

THE A1 American Bark
"ROSETTA McNEIL,"
Brown, Master, will load here and will have immediate despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
586 Hongkong, 16th April, 1877.

FOR SAN FRANCISCO.

THE Russian Bark
"RURIK,"
Bergelund, Master, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
533 Hongkong, 6th April, 1877.

Vessels on the Berth.

FOR MANILA.

THE Spanish Steamer
"SORSOGON,"
Captain Lizarza, will have early despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
608 Hongkong, 19th April, 1877.

FOR COOKTOWN.

THE British Steamer
"JUAN,"
Captain Stock, will have immediate despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
609 Hongkong, 19th April, 1877.

FOR SYDNEY AND MELBOURNE.

THE Steamship
"OCEAN,"
Captain Jaques, will LOAD TEA at FOOCHOW for the above Ports at the OPENING of the COMING SEASON.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
507 Hongkong, 2nd April, 1877.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*LOMBARDY*," Captain HALL, will leave this on SATURDAY, the 5th May, at Noon.
For further Particulars, apply to
ADAM LIND, Superintendent.
Hongkong, 24th April, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 12th May, 1877, at Noon, the Company's Steamship "*SINDH*," Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 11th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
H. DU POUEY,
Agent.
Hongkong, 30th April 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 15th May, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, *via* Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, *via* the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.
RUSSELL & Co.,
Agents.
Hongkong, April 17th, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S.S. *OCEANIC* will be despatched for San Francisco, *via* Yokohama, on FRIDAY, the 1st June, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY,
Agent.
Hongkong, 1st May, 1877.

器鐵銅造精接承昌信

SUN CHEONG,
HOUSE AND SHIP PLUMBER,
COPPERSMITH, BRASSFOUNDER, &c.,
No. 21, SCOTT'S LANE,
HONGKONG.
626] [Ap. 23

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

YEE SUNG & Co.,
COAL MERCHANTS,
Have always on hand LARGE STOCKS of every description of COAL.
Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.
648 Hongkong, 9th May, 1876.

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the South of China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or, from the different Agents.
Hongkong, 16th January, 1877.

Post-Office Notifications.

A mail will close

For Shanghai.—Per *Meikong*, to-day, the 4th instant, at 11 A.M. Late letters received from 11.10 to 11.30 A.M.

For Cooktown.—Per *Juan*, to-day, the 4th instant, at 1.30 P.M. Mails will also be closed for Eastern Australia, Tasmania, and New Zealand, 12 Cent Rates.

For Manila.—Per *Sorsogon*, to-day, the 4th instant, at 3.30 P.M.

For Saigon.—To-morrow, the 5th instant, at 5 P.M.

For Bangkok.—Per *Rajanattianuhar*, on Monday, the 7th instant, at 5 P.M.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *LOMBARDY* will be despatched with the Mails for Europe, &c., on SATURDAY, the 5th May.

The following will be the hours of closing the Mails, &c.:—

FRIDAY, 4th May,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
SATURDAY, 5th May,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, till
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 A.M., when the Mail is finally closed.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *SINDH* will be despatched from Hongkong on SATURDAY, the 12th May, with Mails to and through the United Kingdom and Europe, *via* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

FRIDAY, 11th May,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
SATURDAY, 12th May,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

REGISTRATION TO BANGKOK.

Her Britannic Majesty's Consul for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

COMMUNICATION WITH BATAVIA.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—
In the S.W. Monsoon,
The English Mail.
The French Mail.
In the N.E. Monsoon,
A Private Steamer a few days before the English Mail.
The French Mail.

SOLDIERS' AND SAILORS' LETTERS.

Privates in H.M. Army or Navy, Non-commissioned Officers (but not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter), Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom *via* Marseilles by French Packet, or *via* Southampton by British Packet, for one penny; or *via* Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1.—Not to exceed half an ounce. No double letters are allowed.

2.—If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3.—If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

CHARTERS EFFECTED.

The following Settlements are taken from Messrs. HEINEMANN & Co.'s Freight Circular:—

British ship *Leucadia*, 896 tons, hence to London, private terms.
British bark *Lalla Rookh*, 814 tons, hence to London, private terms.
British bark *Arabella*, 665 tons, hence and Swatow to London, private terms.
American ship *New Era*, 1,147 tons, hence to New York, private terms.
American ship *Thomas Lord*, 1,315 tons, hence to New York, private terms.
American bark *Albert Russell*, 762 tons, hence to New York, private terms.
German bark *Ellen Rickmers*, 307 tons, hence to New York, private terms.
American bark *William H. Dietz*, 487 tons, hence to San Francisco, private terms.
German bark *Hydra*, 715 tons, hence to Callao, private terms.
German ship *America*, 1,219 tons, Cebu to London or Liverpool or to New York or Boston, private terms.
British bark *Glengairn*, 895 tons, Iloilo to Channel for orders to discharge at a port in the United Kingdom or on the Continent, private terms.
American ship *Mary Whitridge*, 862 tons, Manila or Iloilo to New York or Boston, private terms.
French bark *Eudoxie-Adolphine*, 294 tons, Whampoa to Tientsin and back Hongkong *via* Newchwang, 62½ cents per picul, 30 lay days; if to Chefoo, 42½ cents per picul, 30 lay days.
German bark *Gustav Adolph*, 300 tons, Whampoa to Tientsin and back to Hongkong *via* Newchwang, 62½ cents per picul, 30 lay days.
Danish brig *Jylland*, 267 tons, Takao to Yokohama, 37½ cents per picul, and Newchwang to Hongkong, 30 cents per picul, 35 lay days.
British 3-masted schooner *Catherine Marden*, 287 tons, Takao to Yokohama, 37½ cents per picul, 35 lay days; and Newchwang to Hongkong, 29 cents per picul, 22 lay days.
German bark *Peiho*, 251 tons, hence to Newchwang and back, 36 cents per picul, 18 lay days.
French brig *Charles Maureau*, 358 tons, hence to Newchwang and back, 35 cents per picul, 35 lay days.
British bark *Evening Star*, 371 tons, hence to Haiphong and back, $3,300 in full, 30 lay days.
British schooner *Tullochgorum*, 175 tons, hence to Haiphong and back, $1,800 in full, 20 lay days.
American bark *Wealthy Pendleton*, 809 tons, Keelung to Hongkong, $2.75 per ton of 20 cwt., 20 lay days.
British steamer *Benarty*, 1,750 tons, hence to Saigon and back, 25 cents per picul, 15 lay days.
British steamer *Venice*, 1,271 tons, Saigon to Hongkong, 22 cents per picul, 12 lay days.
German bark *A. T. Stallknecht*, 539 tons, Saigon to Amoy, 25 cents per picul, 25 lay days.
French steamer *Gunga*, 797 tons, hence to Cooktown and Sydney, $15,000 in full.
Spanish steamer *Zamboanga*, 661 tons, hence to Cooktown and back *via* Saigon, $14,000 in full.

Extracts.

THE HERONS OF ELMWOOD.

Warm and still is the Summer night,
As here by the river's brink I wander;
White overhead are the stars, and white
The glimmering lamps on the hillside yonder.

Silent are all the sounds of day;
Nothing I hear but the chirp of crickets,
And the cry of the herons winging their way
O'er the poet's house in the Elmwood thickets.

Call to him, herons, as slowly you pass
To your roosts in the haunts of the exiled thrushes!
Sing him the song of the green morass,
And the tides that water the reeds and rushes.

Sing him the mystical song of the hern,
And the secret that baffles our utmost seeking;
For only a sound of lament we discern,
And cannot interpret the words you are speaking.

Sing of the air and the wild delight
Of wings that uplift and winds that uphold you,
The joy of freedom, the rapture of flight
Through the drifts of the floating mists that enfold you;

Of the landscape lying so far below
With its towns, and river, and desert places;
And the splendor of light above, and the glow
Of the limitless, blue, ethereal spaces.

Ask him if songs of the Troubadours,
Or of Minnesingers in old black-letter,
Sound in his ears more sweet than yours,
And if yours are not sweeter and wilder and better.

Sing to him, say to him, here at his gate,
Where the boughs of the stately elms are meeting,
Some one has lingered to meditate,
And send him unseen this friendly greeting;

That many another hath done the same,
Though not by a sound was the silence broken;
The surest pledge of a deathless name
Is the silent homage of thoughts unspoken.

HENRY W. LONGFELLOW.

A PROCESSION OF BEGGING FRIARS.

Did the reader ever chance to see a procession of mendicant friars? It is a sight often to be seen on less magnificent occasions and scenes than those of the Corpus Domini at Rome, and it is a very remarkable one for anybody, who has a Lavater-ish eye, or any phrenological notions. The shaven scalps of the bareheaded figures show the characters of the heads and faces to the greatest advantage, or disadvantage, as it would be more accurate to say. And with singularly few exceptions, the collection of revoltingly low types is quite extraordinary. From the almost idiotic expression resulting from the poor starved brow, flattened head and receding chin, to the thin lips, eager eye, and conically shaped skull that marks the fanatic; from the malignant scowl indicating unmistakable hostility to all the world outside the cloister gate, to the pinched fox-like physiognomy telling of petty spite towards all within it; and from the utter vacancy of simply animal existence, to the heavy jowl, gross pendant lips, and undeveloped forehead of the mere brutal sensualist—every most repellant variety of human type will be observed among the heavily draped figures, so listlessly dragging their lazy limbs in the long-crawling line. Here and there a face and head may be seen that tell absolutely nothing; never one that indicates aught of elevation, or spirituality, or nobility. In truth, how should there be such?—*A Family Party in the Piazza of St. Peter. By T. A. Trollope.*

ARCTIC GRAVES.

On these islands (near Melville Bay) are remains of the whalers' prolonged visits, for in addition to the unfailing sardine-box and broken bottle which all the world over remain the monument of the travelling Briton, we find sadder memorials in the shape of graves of officers and seamen of different ships. On one we find the graves of two Eskimo, who were brought to Scotland by one of the Kirkaldy whalers but died of phthisis—a common disease among those brought to milder climates—on his way home again. All of these graves are mere mounds of stones heaped over boxes containing the bodies, with a piece of board telling, in rudely-cut and not remarkably well-spelled words, the names and designation of the dead man beneath. Some of these boards were gnawed down by the bears to the very stump, showing that occasionally they had been driven to considerable straits by famine. They had even attempted to get at the dead bodies by pulling down the stones. One of these attempts gave us an opportunity of witnessing the remarkable antiseptic powers of cold in the northern latitude. The half-wrenched off lid of one of the boxes showed the body quite fresh, as if it had been dead but yesterday, though the date on the board proved that it had laid there for nearly twenty years. In the winter, of course, decay is out of the question, and in the short heat of summer the frost imbibed is sufficient to preserve all animal substances, without decay commences before the winter again freezes it. However, in the Danish burying grounds in Greenland the bodies are decayed, as one has an abundant opportunity of witnessing, for the bones are scattered around apparently unheeded. In some instances these boards seem to have been taken away by the natives, who come up in the summer to gather eider-down among the islands. We see none yet, but a broken paddle is seen to be frozen in the ice-floe, telling of former visits.—*"The Countries of the World," by Dr. Robert Brown.*

MOLIERE'S DEATH.

His health had long been failing; he had suffered for years from a distressing cough, but from this period he became rapidly worse, and on the day of the third representation of "Le Malade Imaginaire," produced on the 10th of February, 1873, he was so ill that both his wife and Baron the actor entreated him not to perform. "What can I do?" he answered; "there are fifty poor workmen who have only their daily pay to live upon, what will they do if I do not act? I should reproach myself if I neglected to give them their bread for a single day." But he sent for the company, and told them if they were not ready by four o'clock he would not be able to play, as he felt himself more than usually indisposed. At four o'clock precisely the curtain rose, and he went through his part, but with great difficulty; once during the performance the audience could not help perceiving that he was convulsed, but he passed it off with a forced laugh. When the piece was finished he put on his dressing-gown and went into Baron's box, and asked him what the people thought of the play. After expressing the opinions he had heard, Baron remarked that he appeared very unwell. "I am," replied Molière, "the cold is killing me." Then Baron felt his hands, which were quite frozen, and put them into a muff to try and warm them, and sent for his chairman to convey him home. He was put to bed, after eating a little bread and some Parmesan cheese. But soon afterwards he was seized with a violent fit of coughing, and brought up a quantity of blood. Baron was very much frightened, but Molière endeavoured to pass it off by saying he had frequently brought up a great deal more; nevertheless, he requested him to fetch his wife upstairs. When Baron returned with Madame Molière he was dead; he had expired in the arms of two sisters of charity, suffocated with blood that was pouring from his mouth. He died on the 17th of February, 1673, aged fifty-three. The Archbishop of Paris refused him Christian burial, and his opposition was overcome only by the orders of the King. Considering the people who were called Christians in those days, Molière's body would have been quite as well out of their company. Nevertheless he was interred, but with maimed rites. "What!" exclaimed his wife, "refuse burial to a man who has deserved altars!" But posterity has avenged him, and he shines an immortal star, while those wretched priests are lost in the clay to which they belonged. Madame raised a handsome tomb and paid all the respect to his memory she had refused to him living.—*Temple Bar.*

CONVERSATION TO ORDER.

Whatever may be the improvements that have taken place in social life, our English ideas of conversation remain much where they were a generation ago. Let any man or woman of common sense listen to the interchange of ideas that takes place at any average dinner table, or in nineteen out of twenty ball rooms, and he or she will certainly endorse this opinion. Mr. A. is introduced to a lady, and asked to take her down to dinner. He does so, and all the way to the dining-room he is reckoning up in his mind what he can say to his companion. They are seated. The unfolding of napkins and the settling of chairs gives him a moment's respite; but by the time the soup is handed round he must speak. The chances are he begins with the weather. "What a fine day we have had!" may be looked upon as a very good regulation sentence. "Charming!" or "Yes, awfully fine," according to whether the lady is "slow" or "fast," is sure to be the reply. "Do you ride in the park?" may then very properly follow, and the answer will be according to circumstances; but whether it is affirmative or negative the querist cares but little. He is thinking, not of what his fair neighbour may say, but what move he can next make upon the conversational chess board. If the dinner takes place during the London season the chances are in favour of his asking whether she has seen Irving, or heard Nilsson, or been to the French plays, or what not. The lady's answers are of course dictated by the rules which guide her questioner. She very likely wants to make herself agreeable, but she does not very well know how. "What do you think of Salvini?" is a query which may pretty safely be hazarded. The chances are that the lady has heard the Italian tragedian, but has no very fixed notions as to the excellence or otherwise of his acting. She does not want to disgust her companion, and therefore answers him with another question, by which she tries to find out what his opinion is. If he falls, as the chances are he does, into the trap she has laid, the two of them have a good time of it for the next five or ten minutes. The gentleman praises Salvini's Macbeth, and to please him the lady follows suit. But Salvini cannot last for ever. If the weaker weapon could talk about politics, or had any fixed ideas on the Eastern Question, they would have plain enough sailing for the next half hour. But the British female who has any knowledge of what the newspapers write about day after day is rarer than a black swan. And so, long before the *entrées* have made their rounds, the unfortunate man is again at his wits' end what to talk about, and the lady by his side finds him an inconceivable bore. At last a bright thought seizes him. "Are you fond of dancing?" he asks, and again gets for reply a gushing word or two. "Were you at Lady Blesshope's ball?" may now be put in with considerable propriety; and, no matter what the reply is, ought to be followed by a speculative dissertation upon the coming dances of the season. If the lady be married and the man knows what is going on in town, this is the proper period at which to introduce a story or two, more or less tinged with scandal. And thus, by the time the dessert is over the pair part pretty good friends, but not sorry if they should never meet again. The lady retires with the rest of her sex from the dining-room, and, if married, talks about babies; if single, about dress; until the men join them upstairs. Then follows the regulation music which casts a further damp upon anything like mutual intercourse in conversation, and the party breaks up, each individual man and woman wondering whether the game they have been obliged to play is worth the candle they have paid for it.

Change the scene to the ball room, and the difference in what people are pleased to call conversation is almost imperceptible. "Are you fond of dancing?" "Yes—very fond." "How hot these rooms are!" "Awfully hot!" "How long have you been in town?" "Only a fortnight." "Shall you be at Lady Blare's ball?" "Oh, certainly." "Do you often go to Hurlingham?" "Every week." "Do you like Prince's?" "Yes, *awfully* nice." And this is the sort of dialogue which goes on between six out of every seven couple who believe they are amusing themselves. Conversation to order, more particularly with unmarried women, is the rule far more than the exception. The same set queries, the identical regulation answers, repeated dance after dance and night after night, form the sole conversation which takes place between men and women of the present day. Nor is the state of affairs much improved if the guests know each other pretty well. The only change in the programme is that the man does not feel himself obliged to make so much play in talking as if he had never seen his partner before; and being less spoken to the lady has of course less to answer. To watch the countenances of those employed in what is by a figure of speech called amusing themselves must be pleasant for a cynical man. Here and there a couple who take some interest in each other may be seen; but these are rare exceptions. Countenances showing intensely bored minds may be called almost regulation at all parties during the season. And how can it be otherwise? Each one knows almost to the letter what the other will say and what replies will be given to certain set queries. Conversation to order is as much *de rigueur* as kid gloves, or patent leather shoes, or low dresses, or satin slippers. Now and again men may be met with who have found attractions at one of these entertainments, but they are the exceptions. As a rule, few men leave a ball-room without registering a vow that they will not enter another as long as they can help doing so. The smoking-room of the club and the snug fireside of their own chambers have far more attractions for them than all the nonsense and rubbish they must listen to in the ball-room. As to dances and parties being conducive to matrimony, even ladies have discovered the utter fallacy of such reasoning. To bore men with conversation made to order is not the way to catch them. It is only in impossible novels that we ever hear of the vital question being asked in a ball-room.

But why should such a state of things exist? Why should English ladies have so little to say for themselves? Why should their conversation, when two or three of them are gathered together, be a mixture of the nurse and the milliner? The simple reason is that we do not educate our daughters to be that for which their sex is destined—a companion for men. They manage these things better in France. In that country nineteen out of every twenty women are well—and often much better—versed in public affairs as their husbands. They have much more influence over the rougher sex than their English sisters have, simply because they are more of companions to their fathers, husbands, and brothers than our countrywomen care to be. A Frenchwoman who cannot talk well and sensibly upon the ordinary topics of the day is as rare as an Englishwoman who can do so. Hence the real reason why Frenchmen seek female society so much more than Englishmen do, and why in the serious matters of life women have so much more influence in France than they have in England. Not that Frenchwomen can be called what we term strongminded. There is no wish amongst them to take upon themselves work which their sex ought not to engage in. A Frenchwoman who spoke at public meetings, or who aspired to be a surgeon, would be shunned by both men and women. The ladies of France have not yet realised the idea of the Lord Chancellor having twins. But, notwithstanding this, they have more influence—an influence, it must be allowed, which is with rare exceptions exercised for good—in their own country and amongst their own people than any other women in the civilised world; and this because from their youth upwards they are taught to take an interest in the every day affairs of life; and, as a natural effect, men ask and take their advice even on the gravest matters. With them conversation is an art that is cultivated to the highest degree. With us it is a mere dreary formula that is spoken to order, and confined to certain regulation conventional topics and phrases. No doubt there are in England some few women who can talk, and who do take an interest in the affairs of public life. To drag the names of these ladies into print would be as unfair as it would be useless. We all know who they are, and what an immense deal of influence they have exercised and do exercise upon public men and public affairs. The pity is they are so scant in numbers that they cannot, by educating the minds of their countrywomen, help to abolish the silly simpering nonsense which passes for conversation among those who can only speak and think according to order upon a few regulation set subjects.

MARGARET THE CHILDLESS.

This, therefore, is the story of her, writes Dod Grile:—Some four years ago her husband brought home a baby which he said he found lying in the street, and which they concluded to adopt. About a year after this he brought home another, and the good woman thought she could stand that one too. A similar period passed away, when one evening he opened the door and fell headlong into the room, swearing with studied correctness at a dog which had tripped him up, but which upon inspection turned out to be another baby. Margaret's suspicion was aroused, but to allay his, she hastened to implore him to adopt that darling also, to which, after some slight hesitation, he consented. Another twelvemonth rolled into eternity, when one evening the lady heard a noise in the back yard, and going out she saw her husband labouring at the windlass of the well with unwonted industry. As the bucket neared the top, he reached down and extracted another infant, exactly like the former ones, and, holding it up exclaimed to the astonished matron—"Look at this, now; did you ever see such a sweet young one go a campaignin' about the country without a lantern, and a-tumblin' into wells? There, take the poor little thing in to the fire, and get off its wet clothes." It suddenly flashed across his mind that he had neglected an obvious precaution—the clothes were not wet—and he hastily added—"There's no tellin' what would have become of it a-climbin' down that rope, if I hadn't seen it afore it got down to the water." Silently the good wife took that infant into the house and disrobed it; sorrowfully she laid it alongside its little brothers and sister; long and bitterly she went over the quartette, and then with one tender look at her lord and master, smoking in solemn silence by the fire, and resembling them with all his might, she gathered her shawl about her bowed shoulders and went away into the night.

THE FIRST YEAR OF MARRIAGE.

The first year in the new home—ah, there is no year like it; for though others may be happier, the early freshness is gone. Home, I say; for young married people should always if possible have a home of their own in preference to lodgings. Every divinity should have a temple, and spousal love as much as any. Otherwise the first associations of the life will be bald, and mean, even frowsy; the husband will have no house to rule, and the wife no household to manage, and there will be a tendency for shoes to get down at the heels, and things generally to be in a crumpled and loose condition. No matter how tiny the house is; that it is the first, makes it a palace. No matter if you are a little cramped in money matters, if there is reason to expect you wont be always cramped. It is an immense gain to be compelled to economise; for rich as we may become afterwards, habits of wholesome thrift never quite leave us. The furniture may be scanty, and some of it old; but a clean chintz makes common things pretty, and the dullest of rooms is set off by some of the bright nicknacks that come in so plentifully among the bridal spoils. Besides, if you start with everything you want there is nothing to wish for, and no pleasure in adding to your possessions. George Eliot has a subtle remark about the "best society, where no one makes an invidious display of anything in particular, and the advantages of the world are taken with that high-bred depreciation which follows from being accustomed to them." Not much fear of that here! No doubt there will be pictures and photographs, the hanging of which takes at least a day, occasions considerable discussion, and perhaps involves the first serious divergence of opinion. If there is a garden, and one good tree, of course a lover's seat will be placed there. On each side of the fire-place there will be an easy chair, with a table to it for the inevitable teacup, the newspaper, the work, perhaps even a book for reading aloud. For in an early and enthusiastic period of married life there is often a good deal of reading aloud—liable it must be added, to drop into total disuse after a short experience. The husband's voice is usually found to have been sufficiently tried during the day to make further exertion undesirable. The wife consoles herself by feeling that now she choose her own books, and on the whole prefers that, when her husband does speak, it should be conversation. The first year! As we look back at it, over a vista of intervening memories, a tender dew steals over the heart, while we thank God for all that has been given, and all that has been spared. When we think, too, of what He has pulled us though, our praise is not unmixed with wonder.

"Regret is dead; but love is more
Than in the summers that are flown,
For I myself with those have grown
To something greater than before."

It was a time of mutual enlightenment and discovery, the fitting of everything into its proper place, the learning about everything its true measure. Sometimes the wind was in the east, and the air was keen; sometimes the sun was lost, and in a moist atmosphere all was chilly and depressing. Tastes and antipathies were one by one discovered, favourite authors compared, pet theories perhaps roughly handled; now and then candour had a brusque way of expressing itself, and admiration paused to criticise where once it adored. But true love can stand a great deal more than this, and only be the better for it. So far from disturbing, it helps to discover unity; in trying, it disciplines and braces it. And when, as the months come and go, a little cry is heard, and presently in a darkened room a pale face looks an infinitude of satisfied love into the not unmoved eyes even of an English husband, their life is crowned, and a new joy begins! And now, husband and wife, that we have got you together, and opposite each other, with a bright fire, and the green Pillischer lamp, and her mother's miniature on the table near her, and the tea coming, and after tea *The Times*, let us sketch for you in firm, but not too impracticable outlines, what a husband ought to be to his wife, and a wife to her husband. If, at first sight, it all seems an ideal, which none are ever likely to reach, remember that imagination is of immense help in the formation of character, and we are not the less likely to reach it for wishing it could be true. How, moreover, can an ideal of married life be pitched too high, when the Holy Ghost has condescended to use it as a type of the union between Christ and the Church?—*Canon Thorold in Sunday Magazine.*

HONGKONG MARKETS.

As Reported by Chinese on the 3rd May, 1877.

COTTON GOODS.

Article	Unit	Price
American Sheetings, 15 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	„	2.75 a 2.80
„ 40 „	„	3.80 a 3.00
Cotton Yarn, No. 16 a 24	per 400 lbs.	83.00 a 101.00
„ „ 28 a 32	„	100.00 a 115.00
„ „ 38 a 42	„	112.00 a 124.00
„ Bombay		76.00 a 78.00
Chintz	per piece	$1.70 a 1.75
Dyed Spotted Shirtings	„	3.65 a 3.90
„ Brocades Do.	„	3.75 a 3.00
„ Damask Do.	„	5.80 a 5.90
English Drills 30 yards	„	2.10 a 2.15
„ 14 lbs.	„	2.50 a 2.60
„ 15 lbs.	„	2.70 a 2.80
Grey Shirtings, 7 lbs.	„	1.50 a 1.65
„ 8 lbs.	„	1.70 a 1.75
„ 8½ lbs.	„	1.90 a 2.45
„ 9 lbs.	„	2.70 a 2.75
„ 10 lbs.	„	3.15 a 3.25
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	„	1.30 a 1.45
„ 24 „ & 32 in. 7 lbs.	„	1.45 a 1.90
„ 24 „ & 36 in. 8 lbs. XO	„	2.05 a 2.10
„ 24 „ & 36 in. 8 lbs. QL	„	2.10 a 2.15
„ 24 „ & 36 in. 8 lbs. XX	„	2.55 a 2.60
Handkerchiefs, Blue	per doz.	0.60 a 0.70
„ Brown	„	0.64 a 0.65
„ Red	„	0.77 a 0.80
„ Light Red	„	0.77 a 0.78
Jeans, 30 yards		2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
„ Figured 24 „	„	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	„	2.15 a 2.25
„ 3 lbs.	„	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.18 a 0.19
„ Gentian, 22 „	„	0.21 a 0.22
Velveteens, Black	„	0.22 a 0.23
„ Gentian	„	0.28 a 0.29
White Shirtings, 54 a 60 reed	per piece	1.95 a 2.10
„ 64 a 66 „	„	2.30 a 2.45
„ 68 a 80 „	„	2.50 a 3.15
„ 600 „	„	3.50 a 3.65
„ 7,000 „	„	3.50 a 3.55
„ AA	„	1.70 a 1.75
„ RF	„	6.05 a 6.10
„ MH	„	4.75 a 4.90
„ KI	„	5.45 a 5.50
White Spotted Shirtings	„	2.50 a 2.55
„ Brocades	„	2.60 a 2.65

WOOLLEN GOODS.

Article	Unit	Price
Blankets, 7 lbs.	per pair	$2.70 a 2.90
„ 8 lbs.	„	3.00 a 3.05
„ 9 lbs.	„	4.40 a 3.50
„ 10 lbs.	„	5.20 a 5.30
„ 12 lbs.	„	6.10 a 6.20
Camlets, SSS	per piece	16.00 a 16.50
„ SS	„	17.50 a 18.00
„ S	„	18.00 a 18.60
„ BBB	„	19.00 a 19.60
„ AAA	„	18.00 a 18.50
„ LLL	„	16.00 a 16.50
Cloth, Broad	per yard	2.18 a 3.00
„ Medium	„	1.03 a 1.80
Long Ells, MM Scarlet	per piece	8.70 a 8.80
„ „ Assorted	„	8.80 a 8.90
„ HH Scarlet	„	9.00 a 9.05
„ „ Assorted	„	8.60 a 8.70
„ H Scarlet	„	8.70 a 8.80
„ „ Assorted	„	8.75 a 8.80
Lustres, Figure	„	5.05 a 5.10
Lasting, DD	„	14.50 a 15.00
Orleans, Plain	„	5.00 a 5.30
Spanish Stripes	per yard	0.77 a 0.80

METALS.

Article	Unit	Price
Iron, Nail Rod	per picul	2.90 a 3.10
„ Hoop	„	3.50 a 3.55
„ Bar	„	2.60 a 2.75
„ Wire	„	6.45 a 6.50
Lead	„	7.80 a 8.25
Pigs, W.B.	„	7.50 a 7.80
„ Lead, LB	„	7.90 a 8.10
Quicksilver, English	„	63.00 a —
„ American	„	63.50 a —
Steel, English	per tub	3.90 a 4.10
„ Swedish		5.20 a 5.40
Sheathing Metal	per picul	24.00 a 26.00
Spelter	„	8.20 a 8.25
Tin, Malacca	per picul	20.00 a 20.50
„ Plates	per box	5.77 a 5.85

PRODUCE.

Article	Unit	Price
Almonds	per picul	24.50 a 25.00
Alum, 1st quality	„	1.70 a 1.85
„ 2nd „	„	1.45 a 1.60
Bark, Siam	„	0.83 a 1.10
„ Camphor	„	15.20 a 15.40
Beche de Mer	„	30.00 a 55.00
Bees Wax, Japan, White	„	11.00 a 11.50
„ „ Yellow	„	47.00 a 48.00
„ Hankow, White	„	53.40 a 55.50
Birds' Nests, 1st quality	per picul	$2,200 a 4,000
„ 2nd „	„	850 a 800
„ 3rd „	„	170 a 250
Brimstone	„	2.75 a 2.80
Buffalo's Hide, Manila	„	7.40 a 15.50
Camphor, packed	„	15.80 a 16.50
„ Baroos, clean	„	4,800 a 5,000
„ Refuse	„	2,800 a 3,200
Cardamons, Superior	„	145.00 a 150.00
„ Inferior	„	18.50 a 19.00
Cloves	„	29.00 a 31.00
Coals, Afloat	per ton	
„ English steam	„	10.75 a 10.15
„ Sydney	„	9.50 a —
Coffee	per picul	22.20 a 24.50
Copper Sheathing, Japan	„	25.00 a 29.00
„ Rod	„	24.50 a 25.00
„ Nails	„	23.50 a 23.80
Cotton, Shanghai	„	15.40 a 16.00
„ Bombay	„	17.00 a 16.50
„ Shantung	„	16.20 a 16.00
„ Ningpo	„	16.60 a 16.00
„ Tientsin	„	16.00 a 16.50
„ Tungchow	„	16.80 a 16.00
„ Calcutta	„	13.50 a 14.00
Cotton Seeds, Saigon	„	5.20 a 5.30
„ Siam	„	4.70 a 4.80
Cow's Hides	„	7.45 a 7.50
Cuttlefish, Japan	„	34.50 a 39.00
„ „ without bones	„	13.00 a 14.50
„ Chauchow	„	27.80 a 23.50
Cutch	„	5.80 a 6.10
Dates, Black	„	Tls. 2.8.5 a 3.3.0
„ Red	„	2.7.5 a 3.8.0
Dried Lily Flowers	„	11.50 a 11.70
Elephant's Teeth, 4 a 5 pieces	„	250 a 300
„ 7 a 8 „	„	200 a 220
Flour, California, per sack of 50lbs.		1.50 a 1.60
„ American per barrel of 100lbs.		3.40 a 3.50
„ „ „ of 200lbs.		6.90 a 7.05
Fungus	„	28.80 a 29.00
Flints	„	0.50 a 0.65
Ginseng, American, 1st quality	„	200.00 a 285.00
„ „ 2nd „	„	160.00 a 210.00
Hams, Ordinary	„	Tls. 13.0.0 a 14.5.0
„ Superior	„	Tls. 21.5.0 a 21.8.0
Hemp, Hankow	„	10.50 a 12.00
„ Siam	„	10.40 a 11.00
Isinglass, Japan	„	36.00 a 45.00
Melon Seeds, 1st quality	„	5.50 a 5.60
„ 2nd „	„	5.10 a 5.20
Mushrooms	„	54.00 a 55.00
Mussels, Dry Siam large	„	11.00 a 12.50
„ „ middle	„	7.50 a 7.80
Mussels, Dry Siam small	per picul	$6.10 a 6.20
Peas, White	„	2.50 a 2.60
„ Green	„	2.60 a 2.80
„ Black	„	2.42 a 2.47
„ Yellow	„	2.50 a 2.55
„ Green Beans	„	2.40 a 2.45
Pearl Barley	„	6.50 a 7.80
Potatoe Flour	„	Tls. 1.5.0 a 1.7.5
Putchuck	„	15.00 a 14.70
Rhinoceros Horn	„	2,600 a 3,000
„ Mother	„	2,000 a 2,400
Rice, Bengal, Cargo No. 1	„	2.45 a 2.50
„ „ „ 2	„	2.20 a 2.25
„ Siam, white	„	1.82 a 1.85
„ „ mill cleaned	„	1.69 a 1.71
„ Manila	„	2.35 a 2.40
„ Singapore	„	1.88 a 1.91
„ Saigon	„	1.60 a 1.74
„ Arracan	„	2.10 a 2.15
„ Rangoon	„	2.35 a 2.40
Saltpetre	„	5.05 a 5.75
Seaweed, Green	„	2.75 a 2.80
„ Cut	„	3.85 a 3.95
Sesamum, White	„	5.10 a 5.20
„ Black	„	3.00 a 3.04
Sharksfin	„	85.00 a 90.00
Shellfish, Japan	„	27.00 a 29.00
„ California	„	11.50 a 12.00
Stockfish	„	6.00 a 6.50
Straits Produce, &c.,—		
Rattans, Straits	per picul	5.10 a 5.20
„ Banjer	„	4.25 a 4.50
Pepper, White	„	14.50 a 15.00
„ Black	„	7.95 a 8.20
Betel Nut	„	3.25 a 3.58
Sandal Wood, Malabar	„	3.50 a 3.70
„ South Seas	„	13.00 a 14.50
Sapan Wood, Manila	„	1.00 a 2.00
„ Siam	„	3.25 a 2.80
Sugar, Canton White, 1 a 3	„	5.20 a 5.45
„ „ Dark Brown	„	4.70 a 5.00
„ West Coast, Dark Brown	„	—
„ Manila, Dry White	„	5.45 a 5.60
„ Candy	„	8.95 a 9.05
„ „ Foochow	„	9.00 a 9.30
Vermicelli, Tientsin	„	8.80 a 9.60
Walnuts	„	5.25 a 6.95
Wheat, Tientsin	„	1.75 a 1.85
„ California	„	1.85 a 1.93
Wood Oil	„	Tls. 6.1.5.0 a 6.2.0.0
Pea „	„	0.1.2.0 a 0.1.5.0
Tea „	„	$9.25 a 9.56
Window Glass	per box	3.30 a 3.40

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Argentino	Apr. 30	Burn	Brit. str	915	Jardine, Matheson & Co	Yokohama
Bertha	Apr. 23	Windham	Brit. str	1421	Meyer & Co	London
Braemar Castle	Apr. 24	Ayles	Brit. str	1424	Adamson, Bell & Co	Hankow
Bombay	May 3	H. E. Smith	Brit. str	720	P. & O. S. N. Co.	Yokohama
Cairnsmuir	May 3	Spowart	Brit. str	1120	Holliday, Wise & Co	
C. of Peking	May 1	Tanner	Amr. str	3079	P. M. S. S. Co	Y'hama, &c.
Fame	—	Stopani	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Feronia	Apr. 20	Schultz	Ger. str	1080	Wm. Pustau & Co	Shanghai
Flintshire	Apr. 30	Thomas	Brit. str	1243	A. MacG. Heaton	
Glenlyon	May 3	J. Wallace	Brit. str	1373	Jardine, Matheson & Co	
Gange	Apr. 26	Garceau	Fren. str	797	Hop Kee	Cooktown
Hankow	Apr. 19	Symington	Brit. str	2332	Siemssen & Co	
Hailoong	Apr. 27	Abbott	Brit. str	277	D. Lapraik & Co	Swatow, &c.
Ichang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Imbros	Apr. 20	Binnington	Brit. str	1275	Jardine, Matheson & Co	London
Juan	Apr. 16	Slack	Brit. str	1019	Vogel, Hagedorn & Co	Cooktown
Kinshan ‡	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang ‡	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Lombardy	May 3	W. B. Hall	Brit. str	1726	P. & O. S. N. Co	Bombay, &c.
Meikong	May 2	Foache	Fren. str	1910	Messageries Maritimes	Shanghai
M'tgomeryshire	Apr. 23	Sturrock	Brit. str	1143	H. Kim & Co	Saigon
Nelson	Apr. 28	Staples	Brit. str	897	Jardine, Matheson & Co	
Ningpo	Apr. 30	R. Cass	Brit. str	761	Siemssen & Co	
Powan	—	A. Benning	Brit. str	1890	H.C. & M. Steamboat Co	
Rajanattianuhar	Apr. 30	G. Hopkins	Brit. str	933	Yuen Fat Hong	Bangkok
Saada	Dec. 17	Petersen	Brit. str	87	P. & O. S. N. Co	Yokohama
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	
Sea Gull	Apr. 24	E. D. Percy	Brit. str	50	Lane, Crawford & Co	
Sorsogon	Apr. 24	Juan Checa	Span. str	174	Vogel, Hagedorn & Co	Manila
S. of Louisiana	Apr. 24	Johnston	Brit. str	1216	Jardine, Matheson & Co	Amoy
Sunda	Apr. 19	Reeves	Brit. str	1205	P. & O. S. N. Co	Yokohama
Taiwan	May 2	Young	Brit. str	408	D. Lapraik & Co	Swatow, &c.
Thingvalla	Apr. 15	Molsen	Dan. str	1577	Meyer & Co	Saigon
Washi	May 2	Hunter	Brit. str	265	Landstein & Co	Hoihow
White Cloud §	—	Hoyland	Brit. str	652	H.C. & M. Steamboat Co	
Yot-sai §	—	D. Browne	Brit. str	810	Kwok Acheong	
Yottung	June 9		Brit. str	293	Kwok Acheong	
Zamboanga	Apr. 26	Aranguren	Span. str	561	Remedios & Co	Cooktown

‡ *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
America	May 1	von Holdt	Ger. sh	1219	Siemssen & Co	New York
A. Russell	Apr. 13	Carver	Amr. bk	762	Vogel, Hagedorn & Co	London
Arabella	Apr. 16	Pearson	Brit. bk	665	Meyer & Co	Bangkok
A. T. Stalknecht	Apr. 23	Schutt	Ger. bk	539	Siemssen & Co	
Aurera	May 3	Milne	Siam. bk	295	Chinese	
Charité	May 2	Hervé	Fren. bk	256	Carlowitz & Co	
C. Moureau	Apr. 29	Quatresous	Fren. bk	358	Landstein & Co	Newchwang
C. Marden	Apr. 19	Marden	Brit. sch	287	Wm. Pustau & Co	Takao
C. Andrews	Apr. 30	Place	Brit. bk	856	Chinese	
Ellen Rickmers	Apr. 28	Weydemann	Ger. bk	307	Melchers & Co	New York
Emma	May 2	Grau	Ger. bk	340	Wm. Pustau & Co	
Evening Star	Apr. 14	Asburn	Brit. bk	371	Arnhold, Karberg & Co	Haiphong
Fabius	Apr. 28	Stolze	Siam. sh	635	Kien Tye Loong	
Falcon	Apr. 23	J. B. Vil	Brit. bk	365	Yuen Fat Hong	
G'morganshire	Apr. 30	McEachern	Brit. bk	456	Kien Tye Loong	
Glengarn	Apr. 11	Finister	Brit. sh	895	Landstein & Co	Manila
Hannah Law	Apr. 28	R. Greig	Brit. sh	1299	P. & O. S. N. Co	
Hydra	Mch. 27	F. Ueat	Ger. bk	785	Siemssen & Co	Callao
Jan Peter	Apr. 26	Ernest	Ger. bk	336	Siemssen & Co	
Lalla Rookh	Apr. 20	Hender	Brit. bk	814	Meyer & Co	London
Leucadia	Apr. 12	Mearns	Brit. sb	896	Meyer & Co	London
Loiterer	Apr. 20	Vincent	Amr. sch	45	Insurance Co	
M. Whitridge	Apr. 16	Cutle	Amr. sh	862	Russell & Co	Manila
M. Lebanon	Mch. 26	Hall	Brit. bk	530	Rozario & Co	Oregon
New Era	Apr. 25	Sawyer	Amr. sh	1147	Vogel, Hagedorn & Co	New York
Nyassa	Apr. 7	Garrick	Brit. sh	799	Wm. Pustau & Co	London
Peiho	Apr. 25	Christiansen	Ger. bk	271	Arnhold, Karberg & Co	Newchwang
Picciola	Apr. 28	Grufe	Ger. bk	239	Siemssen & Co	
Rosetta McNeil	Mch. 25	Brown	Amr. bk	611	Vogel, Hagedorn & Co	S. Francisco
Rosina	Feb. 28	Hansen	Amr. sch	406	Arnhold, Karberg & Co	
Rurik	Mch. 25	Bergelund	Rus. bk	830	Vogel, Hagedorn & Co	S. Francisco
Teresa	Mch. 31	Cebada	Span. bk	251	Siemssen & Co	Manila
Thos. Lord	Apr. 12	Hall	Amr. sh	1315	Vogel, Hagedorn & Co	New York
Thoon Kramom	Apr. 28	Vorrath	Siam. bk	474	Siemssen & Co	
Tullochgorum	Apr. 20	Masson	Brit. sch	175	Wieler & Co	Haiphong
V. de Rivadavia	Apr. 28	Camus	Span. bg	261	Brandao & Co	
W. Pendleton	Apr. 19	Blanchard	Amr. bk	809	Vogel, Hagedorn & Co	Keelung
Wm. H. Deity	Apr. 18	Endicott	Amr. bk		Arnhold, Karberg & Co	S. Francisco

RECEIVING VESSELS & HULKS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Chase	—	—	Pow. Mag.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Yokohama
Charybdis	steam corvette	17	400	Captain T. E. Smith	Hongkong
Curlew	double sc. gun vl.	3	160	Com. E. J. Church	Hongkong
Egeria	screw sloop	4	120	Com. A. L. Douglas	Yokohama
Fly	double sc. gun vl.	4	120	Com. John Bruce	Hongkong
Frolic	double sc. gun vl.	4	100	Com. A. E. Dupuis	Chinkiang
Growler	double sc. gun vl	4	120	Com. Chas. Willcox	Singapore
Hart	double sc. gun vl.	4	120	Com. Hon. H. N. Hood	En route to H'kong
Hornet	double sc. gun vl	4	120	Com. H. Hippisley	Hongkong
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl.	4	100	Com. Theobald	Shanghai
Lapwing	double sc. gun vl.	3	160	Com. Sir W. Wiseman	En route to Tientsin
Lily	screw sloop	3	95	Com. Cochrane [Bart]	Nagasaki
Magpie	double sc. gun-vl.	3	—	Com. Chas. V. Anson	Hongkong
Meanee	military hospital	—	—	—	Hongkong
Midge	double sc. gun vl	4	120	Com. H. G. Salmond	En route to O'kiang
Modeste	steam corvette	14	350	Captain A. Buller	Hongkong
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	En route to H'kong
Mosquito	gun-boat	4	60	Lieut.-Com. Paul	Foochow
Nassau	surveying vessel	4	150	Com. R. H. Napier	Hongkong
Sheldrake	gunboat	4	60	Lieut.-Com. J.B. Haye	Shanghai
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Singapore
Sylvia	surveying vessel	8	150	Captain B. W. Bax	Surveying Nagasaki
Thistle	double sc. gun vl	4	120	Com. Pusey	Kobe
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Yokohama

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Ashuelot	Amer. g.-b.	—	—	Commander Geo. H. Perkins
Hai-ching	Chinese g.-b.	1000	6	—Kwa Teng Sing
Louise	German cor.	1369	6	Commander Ditmar
Marquis de la Victoria	Span. trans.	1200	—	Don J. Borrajo
Patino	Span. trans.	1200	—	Don Juan Rapallo
Tejo	Port. gun-b.	400	2	Lieut.-Commander Amaral

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin			Brit. str	39	Kwok Acheong	

SAILING VESSELS.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
E. Adolphine	Apr. 16	Valot	Fren. bk	294	Wm. Pustau & Co	Chefoo
G. Adolph	Apr. 20	Neemann	Ger. bk	300	Order	

CANTON.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan ‡	—	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
Chun-tung	—	—	H.I.C.M.	g-b.		
Fei-hoo	—	Cocker	H.I.C.M.	g-b.		
Fu-yew	May 2	A. Croad	Chi. str	920	C. M. S. N. Co	
Kwong-on	—	Li-ping-tye	H.I.C.M.	g-b.		
Sui-tsing ‡	—	Stewart	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 30th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Spark ‡	—	G. Lefavour	Brit. str		H.C. & M. Steamboat Co	

‡ *Running between Canton and Macao.*

SWATOW.

In port on 27th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Caroline	Apr. 23	Paulsen	Ger. sch	274	Dircks & Co	
Condor	Apr. 6	Steffens	Ger. bk	368	Dircks & Co	Chefoo
Hans	Apr. 23	Lemoult	Ger. bk	312	Dircks & Co	
Julia Reitz	Apr. 19	Le Brun	Brit. sch	259	Herton, Ebell & Co	
Norma	Mch. 26	Runge	Ger. bk	339	Dircks & Co	Tientsin
Oceanus	Apr. 18	Brorsen	Ger. bg	207	Dircks & Co	Formosa
Paradies	Apr. 19	Thuro	Ger. bk	346	Dircks & Co	
Vesta	Apr. 23	Percy	Amr. bg	300	Herton, Ebell & Co	
Wm. Turner	Apr. 14	Vandervord	Brit. bk	431	Ed. Vincent & Co	

AMOY.

In port on 26th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Baltic	Mch. 31	Petersen	Ger. bk	317	Pasedag & Co	Bangkok
Catharina	Apr. 4	Claussen	Ger. sch	209	Order	
Hermann	Apr. 5	Lembkee	Ger. bg	209	H. A. Petersen & Co	
Jurgen	Mch. 28	Wendt	Ger. bk	259	H. A. Petersen & Co	Sourabaya
Kvik	Apr. 4	Wilkens	Brit. bg	187	Boyd & Co	
Peter	Mch. 28	Moller	Ger. sch	311	H. A. Petersen & Co	Taiwanfoo
Rebecca	Apr. 4	Thomson	Ger. bg	256	Pasedag & Co	Taiwanfoo

FOOCHOW.

In port on 25th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Hankwang	Apr. 19	Boswell	Chi. str	834	C. M. S. N. Co	Shanghai
J. Kremer	Mar. 28	Eggers	Ger. sch	280	Chinese	

SHANGHAI

In port on 29th April, 1877.

The names of the numerous steamers, tug small craft, and receiving hulks employed on the Yang-tsze are not included in the table.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Aline	Feb. 27	Gubbert	Brit. bk	299	Russell & Co	
Flying Scud	Apr. 19	Cater	Brit. sch	344	Master	
Hedvig	Apr. 20	Oberg	Swed. bk	362	Nils Moller	
Osburgha	July 26	Cook	Brit. bk	346	Heard & Co	
Pelham	Feb. 26	Acford	Brit. bg	254	Morris & Co	
Ville de Lille	Apr. 20	—	Brit. bk		Order	

YOKOHAMA.

In port on 25th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alerta	Apr. 13	Talbot	Brit. sch	250	Walsh, Hall & Co	
Caroline	Oct. 14	Miller	Dan. sch	55	Captain	
Catharina	Apr. 16	Fischer	Dan. bk	340	Chinese	
Haze	Apr. 14	Wilkinson	Amr. sh	862	Isaacs Bros	
Jacobine	Apr. 14	Holmann	Ger. bk	417	Netherland Trading Co	
Laurel	Mch. 28	Johnson	Brit. bk	638	E. Abbott	
Leonore	Apr. 17	Crichton	Brit. bg	250	Jardine, Matheson & Co	
Otto	Apr. 18	Adamsen	Ger. bg	231	Jardine, Matheson & Co	
Punjaub	Mch. 31	Black	Brit. bk	882	L. Kniffler & Co	
Syringa	Apr. 20	Patridge	Brit. sch	242	Grosser & Co	
Tori	Apr. 12	Williams	Brit. sch	55	Captain	
W. Minstrel	Apr. 20	Sievwright	Brit. bk	561	Chinese	

MANILA.

In port on 28th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adelina	Apr. 9	....	Ger. bk	530	Order	
Cosmopolita	Apr. 3	....	Span. bk	333	Order	
Daniel Marcy	Apr. 4	....	Amr. sh	1212	Order	
Hermann	Apr. 9	....	Ger. bk	223	Order	
Omba	Apr. 3	....	Brit. bk	836	Order	
Roodee	—	....	Brit. bk	1036	Inchausti & Co	
S. Nicholson	Apr. 5	....	Brit. sh	933	Order	

Printed and Published for the Proprietor by D. WARRES SMITH, Wyndham Street, Hongkong